

Washington, Wednesday, February 10, 1960

Title 5—ADMINISTRATIVE PERSONNEL

Chapter III—Foreign and Territorial Compensation

[Dept. Reg. 108.424]

PART 325—ADDITIONAL COMPEN-SATION IN FOREIGN AREAS

Miscellaneous Amendments

In Departmental Regulation 108.415 appearing in 24 F.R. 8463, dated October 20, 1959, the reference reading "Section 325.11" in the introductory paragraph is corrected to read "Section 325.15".

Section 325.15, Designation of differential posts, is amended as follows, effective on the dates indicated:

1. Effective as of the beginning of the first pay period following January 9, 1960, paragraph (a) is amended by the deletion of the following:

Greenland, all posts except Narsarssuak.

2. Effective as of midnight February 6, 1960, paragraph (a) is amended by the deletion of the following:

La Paz, Bolivia.

3. Effective as of the beginning of the first pay period following February 6, 1960, paragraph (a) is amended by the deletion of the following: '

Diyarbakir, Turkey.

4. Effective as of the beginning of the first pay period following February 6, 1960, paragraph (b) is amended by the deletion of the following:

Turkey, all posts except Adana, Ankara, Diyarbakir,

Iskenderun, Istanbul, Izmir and Samsun.

5. Effective as of the first pay period following January 9, 1960, paragraph (a) is amended by the addition of the following:

Greenland, all posts.

6. Effective as of the beginning of the first pay period following February 6,

1960, paragraph (b) is amended by the addition of the following:

Turkey, all posts except Adana, Ankara, Iskenderun, Istanbul, Izmir and Samsun.

7. Effective as of February 7, 1960, paragraph (b) is amended by the addition of the following:

La Paz, Bolivia,

(Secs. 102, 401, E.O. 10000, 13 F.R. 5453, 3 CFR, 1948 Supp., E.O. 10623, E.O. 10636, 20 F.R. 5297, 7025, 3 CFR 1955 Supp.)

Dated: January 28, 1960.

For the Secretary of State.

LANE DWINELL, Assistant Secretary.

[F.R. Doc. 60-1305; Filed, Feb. 9, 1960; 8:51 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 7593 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Allied Luggage Corp. et al.

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: 13.1055-50 Preticketing merchandise misleadingly. Subpart—Misbranding or mislabeling? § 13.1280 Price. Subpart—Misrepresenting oneself and goods—Prices: § 13.1811 Fictitious preticketing.

(Sec. 6, 38 Stat. 722; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Allied Luggage Corporation, Jersey City, N.J., Docket 7593, January 12, 1960]

In the Matter of Allied Luggage Corporation, a Corporation, and Abraham S. Wichtel, and Max Kaminetsky, Individually and as Officers of the Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the

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Commission charging manufacturers in Jersey City, N.J., with pricing their luggage fictitiously by such practices as attaching thereto tickets printed with prices far in excess of the usual retail price.

After acceptance of an agreement containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on January 12 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents, Allied Luggage Corporation, a corporation, its officers, and Abraham S. Wichtel and Max Kaminetsky, individually and as officers of said corporate respondent, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the manufacture, offering for sale, sale and distribution of luggage or any other product in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, by means of preticketing or otherwise, that any amount is the regular and usual retail price of a product when such amount is in excess of the price at which such product is usually and customarily sold at retail in the trade area or areas where the representations are made.

2. Putting any plan into operation through the use of which retailers or others may misrepresent the customary and usual retail prices of such products.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: January 12, 1960.

By the Commission.

[SEAL]

ROBERT M. PARRISH, Secretary.

[F.R. Doc. 60-1284; Filed, Feb. 9, 1960; 8:47 a.m.]

[Docket No. 7560 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Collins Microflat Co., Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.85 Government approval, action, connection or standards: 13.85–50 National Bureau of Standards: § 13.95 Identity of product; § 13.170 Qualities or properties of product or service: 13.170–30 Durability of permanence; § 13.265 Tests and investigations. Subpart—Claiming or using indorsements or testimonials falsely or misleadingly: § 13.330 Claiming or using indorsements or testimonials falsely or misleadingly: 13.330–90 United States Government.

(Sec. 6, 38 Stat. 722; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Collins Microfiat Company, Inc., et al., Hawthorne, Calif., Docket 7560, January 14, 1960]

In the Matter of Collins Microflat Company, Inc., a Corporation, and Lee Collins, Gilda Collins and Helen N. Cates, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a company in Hawthorne, Calif., with representing falsely in brochures, technical manuals, etc., that the granite used in the granite surface plates it sold was taken from the same quarry as the sample the U.S. Bureau of Standards tested, that the Bureau had tested it and ascertained its desirable qualities, and that it was preferred over all others by the United States Government.

After acceptance of an agreement containing consent order, the hearing examiner made his initial decision and order to cease and desist which became

on January 14 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Collins Microflat Company, Inc., a corporation, its officers, and Lee Collins, Gilda Collins and Helen N. Cates, individually and as officers of corporate respondent, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of granite products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from representing, directly or by implication, that:

1. The granite used by respondents is from the same quarry as the sample tested by the U.S. Bureau of Standards as Serial No. 115 in the Research Paper RP1320.

2. The U.S. Bureau of Standards has made tests of the granite used by the respondents or has ascertained by tests the compressible strength, absorption by weight, true density, porosity, cubic weight or any other properties of the granite used by the respondents.

3. The granite used by the respondents is preferable over all other granites by virtue of Federal Specification GGG-P-463; or any other specification issued or published by a department, division, bureau or branch of the United States Government, unless such is a fact.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: January 14, 1960.

By the Commission.

[SEAL] ROBERT M. PARRISH, Secretary.

[F.R. Doc. 60–1285; Filed, Feb. 9, 1960; 8:47 a.m.]

[Docket No. 7605 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Eugene I. Woodle and Eugene I. Woodle, Inc.

Subpart—Furnishing false guaranties: § 13.1053 Furnishing false guaranties: 13.1053-90 Wool Products Labeling Act. Subpart—Invoicing products falsely: § 13.1108 Invoicing products falsely: 13.1108-90 Wool Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1212 Formal regulatory and statutory requirements: 13.1212-90 Wool Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 Formal regulatory and statutory requirements: 13.1852-80 Wool Products Labeling Act.

(Sec. 6, 38 Stat. 722; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68-68(c)) [Cease and desist order, Eugene I. Woodle, Inc., et al., Chelsa, Mass., Docket 7605, January 12, 1960]

In the Matter of Eugene I. Woodle, Inc., a Corporation, and Eugene I. Woodle, Individually and as an Officer of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging manufacturers in Chelsea, Mass., with violating the Wool Products Labeling Act by invoicing as "95% All Wool Label—5% Other Fibers", picked wool stock which consisted substantially of "reprocessed" wool; by failing to label wool products as required; and by furnishing customers with false guaranties as to the fiber content of picked wool stocks.

After acceptance of an agreement providing for a consent order, the hearing examiner made his initial decision and order to cease and desist which became on January 12 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered. That respondents Eugene I. Woodle, Inc., a corporation, and its officers, and Eugene I. Woodle, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction into commerce, or the offering for sale, sale, transportation or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act and the Wool Products Labeling Act of 1939 of "wool products," as such products are defined in and subject to the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding such products by:

- 1. Falsely or deceptively stamping, tagging, labeling, or otherwise identifying such products as to the character or amount of the constituent fibers contained therein;
- 2. Failing to securely affix to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner:
- (a) The percentage of the total fiber weight of such wool product, exclusive of ornamentation not exceeding five per centum of said total fiber weight of (1) wool, (2) reprocessed wool, (3) reused wool, (4) each fiber other than wool where said percentage by weight of such fiber is five per centum or more, and (5) the aggregate of all other fibers;
- (b) The maximum percentage of the total weight of such wool products, of any non-fibrous loading, filling, or adulterating matter;
- (c) The name or the registered identification number of the manufacturer of such wool product or of one or more persons engaged in introducing such wool product into commerce, or in the offering for sale, sale, transportation, distribution or delivery for shipment thereof in commerce, as "commerce" is

defined in the Wool Products Labeling Act of 1939.

It is further ordered, That respondents Eugene I. Woodle, Inc., a corporation, and its officers, and Eugene I. Woodle, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale. sale, or distribution of picked wool stock or any other wool products in commerce, as "commerce" is defined in the Wool Products Labeling Act, do forthwith cease and desist from: Furnishing to customers, or others handling their wool products any guarantees containing false information as to the fiber content of any product made in whole or in part of wool, or purporting to be made in whole or in part of wool, as the term "wool" is defined in the Wool Products Labeling Act of 1939.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: January 12, 1960.

By the Commission.

[SEAL]

ROBERT M. PARRISH,

Secretary.

[F.R. Doc. 60-1286; Filed, Feb. 9, 1960; 8:48 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55044]

PART 16-LIQUIDATION OF DUTIES

Wool Tops From Uruguay; Countervailing Duties

Countervailing duty order with respect to wool tops from Uruguay modified. Section 16.24(f), Customs Regulations, amended.

Information has been received that the system of multiple rates of currency exchange in Uruguay has been abolished effective December 17, 1959, and that, in connection therewith, the Uruguayan Government has abolished the office of Contralor de Exportaciones e Importaciones, which under the previous system was charged with the responsibility of issuing certificates of registration of ex-Accordingly, effective immediports. ately, it will not be necessary that proof of such registration be furnished with respect to, 'and countervailing duties shall not be collected upon, wool tops exported from Uruguay on or after December 17, 1959.

Treasury Decision 54798 is hereby superseded with respect to all such products exported from Uruguay on or after December 17, 1959, which are or will be entered, or withdrawn from warehouse, for consumption, and which have not

been liquidated or the liquidation of which has not become final on the date of publication of this Treasury decision in the FEDERAL REGISTER.

The table in § 16.24(f) of the Customs Regulations is amended by inserting the number of this Treasury decision immediately following number 54798 in the column headed "Treasury Decision" and the words "Discontinued as to shipments exported on or after December 17, 1959," in the column headed "Action".

(R.S. 251, as amended, secs. 303, 624, 46 Stat. 687, 759; 19 U.S.C. 66, 1303, 1624)

[SEAL]

RALPH KELLY, Commissioner of Customs.

Approved: February 4, 1960.

A. GILMORE FLUES,

Acting Secretary of the Treasury.

[F.R. Doc. 60-1300; Filed, Feb. 9, 1960; 8:50 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VI—Department of the Navy
SUBCHAPTER C—PERSONNEL

PART 726—PAYMENT OF AMOUNTS DUE MENTALLY INCOMPETENT MEMBERS OF THE NAVAL SERV-ICE

Procedure for Appointment of a Trustee

Scope and purpose. Part 726 is amended to reflect departmental regulations as recently revised with respect to members of the naval service undergoing treatment in a Veterans' Administration hospital.

Section 726.6 as revised (24 F.R. 8794) is further revised by amending paragraph (a) and adding a new paragraph (g) to read as follows:

(a) Requests-(1) Request for appointment of a trustee. Requests for the appointment of a person or persons to receive moneys due Navy or Marine Corps personnel believed to be mentally incapable of managing their own affairs should be submitted to the Director by any person or persons who believe, because of their relationship, they should receive payments on behalf of the alleged incompetent; by the commanding officer of the alleged incompetent, if the latter is on active duty; by the commanding officer of any Armed Forces or Public Health Service hospital in which the alleged incompetent is undergoing treatment; by the head of any Veterans' Administration hospital or other public or private institution in which the alleged incompetent is undergoing treatment; or by any other person or organization acting for and in the best interests of the alleged mental incompetent.

(2) Request of Manager of Veterans' Administration Hospital as fiduciary other than as trustee. Where a trustee has not been appointed pursuant to paragraph (a) (1) of this section and the Manager of a Veterans' Administration hospital deems it desirable in order to provide for the patient's anticipated needs, the Manager may request the Director to provide the Manager with

funds, not to exceed \$250, due in the accounts of an incompetent person until a permanent trustee is appointed.

(g) Notification to the disbursing officer of designation of a Manager of a Veterans' Administrattion Hospital as temporary fiduciary. Upon the designation of the Manager of a Veterans' Administration Hospital as a temporary fiduciary, in accordance with paragraph (a) (2) of this section, to receive such sums not to exceed \$250 due an incompetent, the Director shall in the case of those incompetents on active duty notify the commanding officer of the incompetent, and such commanding officer shall notify the disbursing officer having custody of the incompetent's pay record to pay to the Manager a designated amount or amounts as they become due not to exceed \$250. However, further sums as they become due in the accounts of the member will be held in a suspended status pending the formal appointment of a trustee or guardian, or a supplemental instruction by the Director for the release of funds. The Director, in the case of retired personnel of the Navy and Naval Reserve and personnel of the Fleet Reserve, shall notify the Commanding Officer, U.S. Navy Finance Center, Cleveland 14, Ohio, of the designation. In cases of retired personnel of the Marine Corps. Marine Corps Reserve, and personnel of the Fleet Marine Corps Reserve, the Director shall notify the Commandant of the Marine Corps (CDH) of the designation. After such notification, amounts as they become due (other than the \$250) will be held in a suspended status pending the formal appointment of a trustee or guardian, or a supplemental instruction by the Director for release of funds.

(Sec. 5031, 70A Stat. 278, as amended, secs. 1-4, 64 Stat. 249, 250, as amended by Public Law 86-145; 10 U.S.C. 5031, 37 U.S.C. 351-

Dated: February 4, 1960.

By direction of the Secretary of the Navy.

[SEAL] CHESTER WARD, Rear Admiral, U.S. Navy, Judge
Advocate General of the Navy.

[F.R. Doc. 60-1276; Filed, Feb. 9, 1960; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications
Commission

[Docket No. 13256; FCC 60-65]

PART 2 — FREQUENCY ALLOCA-TIONS AND RADIO TREATY MAT-TERS; GENERAL RULES AND REG-ULATIONS

PART 9-AVIATION SERVICES

Reallocation of Certain Frequencies and Band

In the matter of amendment of Part 2—Frequency Allocations and Radio Treaty Matters; General Rules and

Regulations, to reallocate frequencies in the band 118-136 Mc; and amendment of Part 9—Aviation Services, to reflect the reallocation of the 118-136 Mc band; Docket No. 13256.

- 1. A Notice of Proposed Rule Making in the above-entitled matter was released by the Commission on October 23, 1959. The Notice which made provision for the filing of comments by Nowember 30, 1959, was duly published in the Federal Register on October 29, 1959 (24 F.R. 8803).
- 2. The amendment is for the purpose of providing additional frequencies for air traffic control facilities considered necessary for flight safety.
- 3. The need for additional air traffic control communication frequencies was recognized; (a) in the Curtis Report of May 1959, to the President, (b) by the Air Coordinating Committee's Report of March 1957, titled "Accelerated Modernization of the U.S. Air Traffic Control and Navigation System," and (c) by the Radio Technical Commission for Aeronautics, in its Report (SC-80), dated May 13, 1958, which recommended that additional frequencies be made available for air traffic control communications.
- 4. Comments on the Commission's Notice of Proposed Rule Making were filed by Lear, Inc., Aeronautical Radio, Inc. (ARinc), Aircraft Owners and Pilots Association (AOPA), Federal Aviation Agency (FAA), and Aircraft Radio Corporation.
- 5. No objections to the principle of granting additional frequencies for air traffic control were interposed by any of the respondents, however, there were objections to other aspects of the proposed change.
- 6. The proposed use of 129.5 Mc as a "common frequency", deployed without geographical restriction, would necessarily limit use of the adjacent 50 kc channels. ARinc, which would be the principal provider of an aeronautical enroute service on a "common frequency" has represented that little or no requirement exists for this type of service, and that such requirement as may exist can be met by communications on the regular working channels. In view of the apparently poor utilization which would be made of the channel, the provision for use of the frequency 129.5 Mc as a "common frequency" has been deleted.
- 7. Lear, Inc. concurs in all the specific provisions of the Notice of Proposed Rule Making with the exception of the effective date of July 1, 1960. A date no less than one year from the date of adoption of the amendment is suggested. It is the Commission's understanding that the Government band 132–135 Mc will be made available to the FAA beginning July 1, 1960. The FAA has expressed a desire that the subject band 126.825–128.825 Mc be made available concurrently with the Government band 132–

135 Mc. This desire of the FAA is logical, and it is important, in the interest of orderly administration, that these air traffic control frequencies be made available at the same time. The reasons advanced by Lear, Inc. do not outweigh these considerations.

- 8. Aircraft Radio Corp. objects to that part of the proposal which would separate the two ATC bands by the 3 Mc band proposed for enroute communications. ARC offers as an alternative, the following:
- (a) Allocate frequencies between 132-135 Mc to air-carrier operations with a reasonable period for airlines to move their operation.
- (b) Assign a continuous band of frequencies from 118.0 to 131.95 to general ATC functions.

This alternate proposal cannot be adopted because the band 132-135 Mc was transferred from exclusive government use to shared government—, non-government use for the express purpose of providing air traffic control communications.

- 9. The reallocation of the band 126.825-128.825 Mc for Air-Traffic Control Communications will remove the availability of these frequencies for Aeronautical Enroute Communications, which then are to be accommodated in the band 128.825-132.025 Mc. ARinc represents that essential services can be accommodated satisfactorily within this reduced band with the availability and increased use of 50 kc channeling, the elimination of restriction of assignment to specific geographical areas, and the reduction in the amount of Government Air Traffic Control Comunications carried on the enroute channels. ARinc states that, "The FAA has given its assurance that the Government will render all air traffic control communications on government frequencies upon acquisition of expanded spectrum space, thus relieving the nongovernment circuits and frequencies of this traffic." No comments contrary to these representations were received from any other aeronautical enroute station licensee.
- 10. On November 30, 1959, in commenting on the Docket, ARinc stated: "It is anticipated that frequencies in the band 126.825-128.825 Mc will be vacated and formally deleted on July 1, 1960." Again on December 10, 1959, ARinc indicated concurrence with the implementation date of July 1, 1960 contingent upon an adequate period of preparation and early finalization of the Commission's Rules. These statements indicate something less than a seven month period to be required for an orderly transition from 126.825-132 Mc to the reduced space of 128.825-132 Mc. In view of ARinc's stated capability, together with the FAA's representation with respect to urgent need for an expanded air traffic control system, it seems appropriate to

provide that the transition will begin immediately and continue as rapidly as possible, with July 1, 1960 a target date for completion. In recognition of eventualities which may transpire to delay the complete transition, provision is made for some continued operation of aeronautical enroute stations in the 126.825–128.825 band, beyond the July 1, 1960 date, for good cause shown, but not later than September 6. 1960. Beginning July 1, 1960, frequencies in the band 126.825–128.825 will become available for air traffic control as they are vacated by aeronautical enroute operations.

11. In view of the fact that the International Radio Conference (Geneva, 1959) allocated the band 136–137 Mc for the Space, Fixed, Mobile and Earth-Space Services, that portion of the Commission's Notice of Proposed Rule Making which would amend Part 2 of the rules, § 2.104(a) (5), so as to reallocate the band 135–136 Mc to the Earth-Space and Space Services is not being adopted and is hereby withdrawn by the Commission on its own action. Accordingly, the band 135–136 Mc is not included in the amendments to § 2.104(a) (5) set forth and adopted below.

12. The FAA and ARinc have expressed a need for expeditious action by the Commission in the present matter. Since air safety requires early implementation of this program and the procurement and installation of new equipment together with the modification of existing equipment will require some time, the Commission finds that it is in the public interest for these rules to become effective immediately.

13. In view of the foregoing: It is ordered, Pursuant to the authority contained in sections 303(c), (f) and (r) of the Communications Act of 1934, as amended, that effective February 3, 1960, Part 9 of the Commission's rules is amended as set forth below, and that effective July 1, 1960, Part 2 of the Commission's rules is amended as set forth below and

14. It is further ordered, That the proceedings in Docket 13256 are hereby terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: February 3, 1960.

Released: February 5, 1960.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,

Secretary.

§ 2.104 [Amendment]

Section 2.104(a) (5) is amended by adding footnote US5, US6, and US7, and by amending columns 5 through 11 for frequencies 123.075-144 Mc to read as follows:

Band Me	Alloca- tion	Band Me	Service	Class of station	Frequen- cy Mc	\of stations
	6	7	8 .	9	10	11
123.075- 128.825 (US94) (US100) (US101)	G, NG	123.075- 128.825	Aeronautical mobile.	a. Aeronautical. b. Aircraft.	123.1 123.15 123.2 123.25 123.3 123.35 123.4 123.45 123.5 123.5 123.6 123.6 123.8	Flight test; Flying school. Flight test. Do. Do. Flight test; Flying school. Flight test. Do. Do. Flight test; Flying school. Flight test; Flying school. Flight test. AERONAUTICAL MOBILE.
128.825-	NG	128.825-	Aeronautical	a. Aeronautical.	(NG47) 128.85-	AERONAUTICAL MO-
132.0 (US5)	110	132.0	mobile.	b. Aircraft.	132.0 (NG47)	BILE.
132.0-135.0 (US5) (US6) (US7)	G, NG	132.0- 135.0	Aeronautical mobile.	a. Aeronautical, b. Aircraft.	132,05- 134,95 (N G47)	AERONAUTICAL MOBILE,
135.0-144 (US21)	Ģ		•		143.91	Civil Air Patrol land; Civil Air Patrol mobile.

US5 The frequency 132.0 Mc may be authorized to non-Government stations only.

US6 The Government fixed, mobile and radiopositioning services are permitted in the band 132.0-135.0 Mc on condition that harmful interference is not caused to the aeronautical mobile (R) service.

US7 The frequency 135.0 Mc may be authorized for Government aeronautical mobile communications, other than air traffic control communications, when requirements cannot be satisfied within the band 132-135 Mc, on condition that harmful interference is not caused to other services operating in accordance with the Table of Frequency Allocations.

Part 9 is amended as follows:

1. Section 9.312 (h) and (o) are amended to read as follows:

§ 9.312 Frequencies available.

These frequencies are available (h)

for	air	traffic	con	trol	oper	atio	ns:
M	c	M	c .		Mc		Mc
118.	00A	120.3	0	12	4.45	1	126.75
118.	05	120.3	5	12	4.50	1	126.80
118.	10	120.4	:0	12	4.55	1	26.85F
118.	15	120.4	:5	` 12	4.60	1	126.90F
118.	20	120.5	.0	12	4.65	1	126.95F
118.	25	120.5	5	12	4.70	1	127.00F
118.	30	120.6	0	12	4.75	1	127.05F
118.		120.6			4.80	1	127.10F
118.	40	120.7			4.85	1	127.15F
118.		120.7			4.90	1	127.20F
118.		120.8			4.95]	127.25F
118.		120.8			5.00		127.30F
118.		120.9			5.05	1	127.35F
118.		120.9			5.10	1	127.40F
118.		121.0			5.15	:	127.45F
118.		121.0			5.20	1	127.50 F
118.		121.1			5.25	:	127.55F
118.		121.1			5.30		127.60F
118.		121.2			5.35		127.65F
118.		121.2			5. 40		127.70F
119.		121.3			5.45		127.75F
119.		121.3			5.50		127.80F
119.		121.4			5.55	:	127.85F
119.		121.6			5.60		127.90F
119.		121.7			5.65		127.95F
119.		121.7			5.70	:	128.00F
119.		121.8			5.75	:	128.05F
119.		121.8			5.80		128.10F
119.		121.9			5.85		128.15F
119.		123.6			5.90		128.20F
119.		123.6			5.95		128.25F
119.		123.7			6.0 0	:	128.30F
119.		123.7			6.05		128.35F
119.		123.8			6.10C		128.40F
119.		123.8			6.15C		128.45F
119.		123.9			6.20C		128.50F
119.		123.9			6,25C		128.55F
119.		124.0			6.30C		128.60F
119.		124.0			6.35		128.65F
119.		124.1			6.40		128.70F
120.		124.1			6.45		128.75F
120.		124.2			6.50		128.80F
120.		124,2			6.55		132.05G
120.		124.3			6.60		
12 0.	20	124.3	10	12	6.65	-	132.10G

120.25

124.40

126.70D

132.15G

Mc 132.20G 132.25G 132.30G 132.35G 132.40G 132.45G 132.50G 132.55G 132.60G 132.65G 132.60G 132.65G	Mc 132.90G 132.95G 133.00G 133.05G 133.15G 133.20EG 133.25G 133.35G 133.35G	Mc 133.60G 133.65G 133.75G 133.85G 133.85G 133.90G 133.95G 134.00G 134.05G 134.10G	Mc 134.30G 134.35G 134.40G 134.45G 134.55G 134.55G 134.60G 134.65G 134.70G 134.75G 134.70G
132.60G	133.30G	134.00G	134.70G

A-The frequency 118.0 Mc may be used for air traffic control communications on the condition that no harmful interference is caused to the aeronautical radionavigation service.

B-Available on a secondary basis to its primary use as an airport utility frequency. C—Available on a non-interference basis to government use of 126.18 Mc. D—For communication with Air Traffic

Communication Stations.

E—The frequency 133.20 Mc is available to aircraft for communication with USAF radar facilities for the purpose of obtaining weather advisory service.

F-The frequencies in the band 126.825-F—The frequencies in the band 126.825—128.825 Mc are available exclusively for aeronautical en route operations until July 1, 1960, and thereafter, for good cause shown, but in any event not later than September 6, 1960. Beginning July 1, 1960, frequencies in the band 126.825—128.825 Mc will become available for Air Traffic Control as they are vacated by aeronautical en route operations.

G-The frequencies between 132.05 and 134.95 Mc, inclusive, are not available for assignment for Air Traffic Control operations until July 1, 1960.

(o) [Reserved]

2. Section 9.321(c) is amended to read as follows:

§ 9.321 Frequencies available.

(c) 126.7 megacycles: Air Carrier Aircraft to Air Traffic Communication Stations.

3. Section 9.411(a) is amended to read as follows:

§ 9.411 Frequencies available.

(a)

(60)			
Mc	Mc	Mc	Mc
118.00A	121.00	125.85	132.05F
118.05	121.05	125.90	132.10F
118.10	121.10	125.95	132.15F
118.15	121.15	126.00	132.20F
118.20	121.20	126.05	132.25F
118.25	121.25	126.10C	132.30F
118.30	121.30	126.15C	132.35F
118.35	121.35	126.20C	132.40F
118. 4 0	121.40	126.25C	132.45F
118.45	$121.65\mathbf{B}$	126.30C	132.50F
118.50	121.70B	126.35	132.55 F
118.55	121.75B	126.40	132.60F
118.60	121.80B	126.45	132.65F
118.65	121.85B	126.50	132.70F
118.70	121.95B	126.55	132.75F
118.75	123.60	126.60	132.80F
118.80	123.65	126.65	132.85F
118.85	123.70	126.75	132.90F
118.90	123.75	126.80	132.95F
118.95	123.80		133.00F
		126.85 E	
119.00	123.85	126.90 E	133.05F
119.05	123.90	126.95E	133.10F
119.10	123.95	127.00E	133.15F
119.15	124.00	127.05E	133.20DF
119.20	124.05	127.10E	133.25F
119.25	124.10	127.15E	133.30F
119.30	124.15		
		127.20E	133.35F
119.35	124.20	127.25E	133.40F
119.40	124.25	127.30E	133.45F
119.45	124.30	127.35E	133.50F
119.50	124.35	127.40E	133.55 F
119.55	124.40	127.45E	133.60F
119.60	124.45	127.50E	133.65F
	124.50		
119.65		127.55E	133.70F
119.70	124.55	127.60E	133.75F
119.75	124.60	127.65 E	133.80F
119.80	124.65	127.70E	133.85F
119.85	124.70	127.75E	133.90F
119.90	124.75	127.80E	133.95F
119.95	124.80	127.85E	134.00F
120.00	124.85		134.05F
		127.90E	
120.05	124.90	127.95E	134.10F
120.10	124.95	128.00E	134.15F
120.15	125.00	128.05 E	134.20F
120.20	125.05	128.10E	134.25F
120.25	125.10	128.15 E	134.30F
120.30 .	125.15	128.20E	134.35F
120.35	125.20	128.25E	134.40F
120.40	125.25	128.30E	134.45F
120.45	125.30	128.35 E	134.50F
120.50	125.35	128.40E	134.55F
120.55	125.40	128.45E	134.60F
120.60	125.45	128.50E	134.65 F
120.65	125.50	128.55E	134.70F
120.70	125.55	128.60E	134.75F
120.75	125.60	128.65E	134.80F
120.80	125.65	128.70E	134.85F
120.85	125.70	128.75 E	134.90 F
120.90	125.75	128.80E	134.95F
120.95	125.80		
		110 0 3 fo me	
A 1775 A		110 0 3/2 m/c	itt ha staad f

A-The frequency 118.0 Mc may be used for air traffic control communications on the condition that no harmful interference is caused to the aeronautical radionavigation

B-Available on a secondary basis to its primary use as an airport utility frequency. C—Available on a non-interference basis to

government use of 126.18 Mc.

D-The frequency of 133.20 Mc is available to aircraft for communications with USAF radar facilities for the purpose of obtaining weather advisory service.

E-The frequencies in the band 126.825-128.825 Mc are available exclusively for Aeronautical enroute operations until July 1, 1960, and thereafter, for good cause shown, but in any event not later than September 6, 1960. Beginning July 1, 1960, frequencies in the band 126.825-128.825 Mc will become available for Air Traffic Controls as they are vacated by aeronautical enroute operations.

F-Frequencies between 132.05 and 134.95 Mc, inclusive, are not available for assignment to Airdrome Control stations until July 1, 1960.

4. Section 9.416(b) is amended to read as follows:

§ 9.416 Power.

- (b) The power of airdrome control stations operating on the frequencies specified in § 9.411(a) shall not exceed 50 watts.
- 5. Section 9.432(e) is amended to read as follows:

§ 9.432 Frequencies available.

- (e) Frequencies for VHF aeronautical enroute operations. The VHF frequencies listed in § 9.433 to 9.436 and § 9.440 are available to aeronautical enroute stations upon a showing that the proposed operation is compatible with existing operations in the band.
- 6. Section 9.433(b) is amended to read as follows:

Alaska).

•	•	•	• •	
(b)			•	
Mc	Mc	Mc	Mc	
128.85	129.65	130.45	131.25	
128.90	129.70	130.50	131.30	
128.95	129.75	130.55	131.35	
129.00	129.80	130.60	131.40	
129.05	129.85	130.65	131.45	
129.10	129.90	130.70	131.50	
129.15	129.95	130.75	131.55	
129,20	130.00	130.80	131.60	
129.25	130.05	130.85	131.65	
129.30	130.10	130.90	131.70	
129.35	130.15	130.95	131.75	
129.40	130.20	131.00	131.80	
129.45	130.25	131.05	131.85	
129.50	130.30	131.10	131.90	
129.55	130.35	131.15	131.95	
129.60	130.40	131.20	132.00	
			_	

7. Section 9.434(d) is amended to read as follows:

§ 9.434 Alaska.

(d) The following frequencies are available for assignment to aeronautical enroute stations in Alaska subject to the provisions of paragraph (b) of this section.

Mс	Mc	Mc	Mc
129.1	129.7	130.3	130.9
129.3	129.9	130.5	
190.5	190.1	130.7	

8. Section 9.435 is amended to read as follows:

§ 9.435 Hawaii.

Frequencies available for assignment to serve domestic routes in the State of Hawaii are as follows:

Kc	Mc	Mc
3453.5	129.1	129.7
5559	129.3	129.9
6649.5	129.5	130.1
	•	130.3

9. Section 9.436 is amended to read as follows:

§ 9.436 West Indies.

Frequencies available for assignment to serve domestic routes in U.S. possessions in the West Indies are as follows:

Kc	Mc	Mc
2861	129.1	129.5
4689.5	129.3	129.7

10. Section 9.440 is amended to read as follows:

§ 9.440 International very high frequency service.

The frequencies listed in § 9.433(b). are available for use by aeronautical enroute stations serving international operations.

[F.R. Doc. 60-1302; Filed, Feb. 9, 1960; 8:50 a.m.)

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A---GENERAL RULES AND REGULATIONS

§ 9.433 Continental U.S. (Excluding PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

Annual Report Forms B-1, B-2

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 22d day of January, A.D. 1960.

On December 8, 1959, the Commission, division 2, issued its notice of rulemaking, advising that it had under consideration the revision of 49 CFR 120.70 and 120.70a, to require that, as to reports for the year beginning January 1, 1960, and subsequent years, refrigerator car lines owned or controlled by railroad companies be required to file reports, as formerly was the case, on Annual Report Form B-1, that persons furnishing cars other than refrigerator car lines owned or controlled by railroad companies and owning 10 or more cars be required to file annual reports on Form B-2, a copy of which was attached to the notice, and that quarterly report Form QCL be discontinued. The notice stated that any party desiring to make representations in favor or against the proposed changes might submit written views or data to the Commission within 30 days from the date of the notice. The notice was served upon railroad-owned refrigerator car lines and upon other persons furnishing cars to railroads and owning 10 or more cars, and was published in the FEDERAL REGISTER on December 11, 1959 (24 F.R. 10019). Responses to the notice were received from a limited number of parties subject to the terms of the proposed rules, none of whom objected to the changes set forth in the notice.

Upon further consideration of the matters and things set forth in the Commission's notice of rule-making, in regard to the above-described subjects, issued under date of December 8, 1959, and on consideration of representations made in response to such notice:

It is ordered, That, effective with respect to reports for the year beginning

January 1, 1960, and for subsequent years, until further order, § 120.70 of the order of December 31, 1959 in the matter of Annual Report Form B-1, and § 120.70a of the order of November 16, 1951, in the matter of Persons Furnishing Cars or Protective Service-Annual Report Form B-2, be, and they are hereby, modified and amended to read as shown below, and that § 120.71 of the order of January 18, 1943, in the matter of Quarterly Reports of Persons Furnishing Cars to or on Behalf of Railroad or Express Companies, be, and it is hereby, canceled.

It is further ordered, That 49 CFR 120.70 and 120.70a, be and they are hereby, modified and amended to read as shown below, and that 49 CFR 120.71 be deleted.

AUTHORITY: §§ 120.70 and 120.70a issued under sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply sec. 20, 24 Stat. 386, as amended; 49 U.S.C. 20.

§ 120.70 Annual reports of refrigerator car lines owned or controlled by railroad companies.

Commencing with reports for the year ended December 31, 1960, and thereafter until further order, all refrigerator car lines which are operated in interstate commerce subject to the provisions of section 20(6) of the Interstate Commerce Act, 49 U.S.C. 20, and which are owned or controlled by railroad companies, are required to file annual reports in accordance with Annual Report Form B-1 (Annual Reports of Refrigerator Car Lines Owned or Controlled by Railroad Companies), which, subject to further order, will require the same information as in the present Annual Report Form B-1 (Persons Furnishing Cars or Protective Service), included in the modification of this section dated December 31, 1959. Such report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D.C., by March 31 of the year following the year to which it relates.

§ 120.70a Annual reports of persons furnishing cars, other than refrigerator car lines owned or controlled by railroad companies.

Commencing with reports for the year ended December 31, 1960, and thereafter, until further order, all persons furnishing cars to railroads or express companies, other than refrigerator car lines owned or controlled by railroad companies, and owning or operating 10 or more cars, are required to file annual reports in accordance with Form B-21 (Annual Reports of Persons Furnishing Cars, other than Refrigerator Car Lines Owned or Controlled by Railroad Companies) which is attached hereto and made a part of this section. Such report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D.C., by March 31 of the year following the year to which it relates.

¹ Filed as part of the original document.

§ 120.71 Quarterly reports of persons furnishing cars to or on behalf of railroad or express companies.

This section is deleted as to reports for the year beginning January 1, 1960, and for subsequent years.

And it is further ordered, That a copy of this order shall be served upon all refrigerator car lines subject to section 20(6) of the Interstate Commerce Act, owned or controlled by railroad companies, and upon all other persons furnishing cars to railroads and owning 10 or more cars, and upon every trustee, receiver, executor, administrator, or assignee of such car lines or persons, that Form B-2 be served on all such car lines. persons or representatives thereof who are subject to § 120.70a hereof, and that notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Division 2,

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 60-1298; Filed, Feb. 9, 1960; 8:49 a.m.]

PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

Railroad Annual Report Form A

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 27th day of January A.D. 1960.

It appearing, that the matter of annual reports of line-haul and switching and terminal railroad companies of class I being under further consideration, and the changes to be effectuated by this order being minor changes in the data to be furnished, rule-making procedures under section 4(a) of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That the order of January 2, 1959, in the matter of Railroad Annual Report Form A, be, and it is hereby, modified and amended with respect to annual reports for the year ended December 31, 1959, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 120.11, be, and it is hereby, modified and amended to read as follows:

§ 120.11 Form prescribed for class I railroads.

Commencing with the year ended December 31, 1959, and for subsequent years thereafter, until further order, all linehaul and switching and terminal railroad companies of class I, as described in 49 CFR 126.1, viz., all carriers with average annual operating revenues of \$3,000,000 or more, subject to the provisions of section 20, part I of the Interstate Commerce Act, are required to file annual reports in accordance with Railroad Annual Report Form A,¹ which is attached

hereto and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D.C., on or before March 31 of the year following the year to which it relates.

(Sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply section 20, 24 Stat. 386, as amended; 49 U.S.C. 20)

And it is further ordered, That copies of this order and of Annual Report Form A shall be served on all line-haul and switching and terminal railroad companies of Class I, subject to the provisions of section 20, part I, of the Interstate Commerce Act, and upon every receiver, trustee, executor, administrator or assignee of any such railroad company. and that notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 60-1299; Filed, Feb. 9, 1960; 8:50 a.m.]

SUBCHAPTER B—CARRIERS BY MOTOR VEHICLE

[Ex Parte No. MC-58]

PART 174a — DESIGNATION OF PROCESS AGENTS BY MOTOR CARRIERS AND BROKERS

Designation of Process Agents by Motor Carriers and Brokers

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D.C., on the 28th day of January A.D. 1960.

It appearing that a notice of proposed rule making dated September 24, 1959 (24 F.R. 8006), was issued to give notice of the proposal to adopt rules and regulations for Designation of Process Agents by motor carriers and brokers:

It further appearing that pursuant to such notice and the invitation contained therein persons desiring to participate in the proceeding have submitted written statements containing data, views or arguments in connection with scope and text of such rules and regulations;

And it further appearing that full consideration has been given to the matters and things within the scope of the notice of September 24, 1959, in accordance with Section 4 of the Administrative Procedure Act (60 Stat. 237; 5 U.S.C. 1003) and full consideration has been given to the data, views, and arguments of interested persons with respect thereto, and the division on the date hereof has made and filed a report herein setting forth the general basis and purpose of the rules and regulations adopted and its findings and conclusions, which report is hereby made a part hereof:

It is ordered, That the following rules and regulations be, and they are hereby, approved and prescribed, to be observed by motor carriers and brokers subject to Part II of the Interstate Commerce Act:

Sec.

174a.1 Applicability.

174a.2 Form of designation.

174a.3 Eligible persons. 174a.4 Required States.

174a.5 Blanket designations.

174a.6 Cancellations or change.

AUTHORITY: §§ 174a.1 to 174a.6 issued under secs. 204(a) and 221(c), 49 Stat. 546, 563, as amended; 49 U.S.C. 304, 321.

§ 174a.1 Applicability.

Every motor carrier and broker in complying with the requirements of section 221(c) of the Interstate Commerce Act (49 U.S.C. 321(c)), relating to the filing of designations of persons upon whom court process may be served, shall observe the regulations prescribed in this part.

§ 174a.2 Form of designation.

Designations shall be made by use of the form prescribed by the Commission for that purpose.

§ 174a.3 Eligible persons.

All persons designated must have residence in, or maintain an office in, the State for which they are designated. If an official of a State is designated, evidence of his willingness to accept service of process on behalf of the motor carrier or broker must be furnished.

§ 174a.4 Required States.

(a) Motor Carriers. Every motor carrier shall make a designation for each State in which it is authorized to operate by a certificate or permit or by a grant of temporary authority, including States traversed in the course of such operations. Every motor common carrier operating within a single State under the provisions of the second proviso of section 206(a) (1) of the Act (49 U.S.C. 306(a)(1)) shall file a designation for that State. Every motor carrier (including private carriers) performing operations in the United States in the course of transportation between points in a foreign country or foreign countries shall file a designation for each State through which it operates in performing such transportation. Every common carrier of passengers entitled to transport chartered parties by reason of section 208(c) of the Act (49 U.S.C. 308(c)) and the regulations thereunder in Part 178 of this title shall also make a designation for each State to which it holds out in its published tariffs to transport chartered parties, including States traversed in the course of such operations.

(b) Brokers. Every broker shall make a designation for each State in which is located a point or points at which it is specifically authorized to engage in broker operations. Where a broker's license does not specify such a point or points, designations shall be made for each State in which the broker engages in operations.

¹ Filed as part of the original document.

§ 174a.5 Blanket designations.

Where an association or corporation has filed with the Commission a list of process agents for each State, motor carriers and brokers may make the required designations by reference to such a list, using in the place of individual designations the appropriate one of the following statements:

(For all carriers other than regular-route common carriers of passengers) Those persons named in the list of process agents on file with the Interstate Commerce Commis-

(Name of association or corporation)

and any subsequently filed revisions thereof, for the States in which this carrier is or may be authorized to operate, including States traversed in the course of such operations.

(For regular route common carriers of passengers) Those persons named in the list of process agents on file with the Interstate

Commerce Commission by _____

course of such operations.

(Name of

association or corporation)

quently filed revisions thereof, for the States in which this carrier is or may be authorized to operate, including States to which it holds out in its published tariffs to transport chartered parties, and those traversed in the

(For brokers) Those persons named in the list of process agents on file with the Inter-

state Commerce Commission by _____(Name of

association or corporation)

quently filed revisions thereof, for the States in which this broker is or may be authorized to engage in broker operations.

§ 174a.6 Cancellation or change.

Designations may be cancelled or changed only by a new designation filed in accordance with this part by the motor carrier or broker which made the designation being cancelled or changed.

It is further ordered, That this order shall be effective March 31, 1960, and shall continue in effect until further order of the Commission.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission, Washington, D.C., and by filing a copy thereof with the Director, Office of Federal Register.

By the Commission, Division 1.

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 60-1297; Filed, Feb. 9, 1960; 8:49 a.m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service [7 CFR Parts 905, 987, 1014]

[Docket Nos. AO-297-A-1; AO-252-A-6; AO-304-A-1]

MILK IN MISSISSIPPI DELTA, CENTRAL MISSISSIPPI AND MISSISSIPPI GULF COAST MARKETING AREAS

Notice of Recommended Decision and Opportunity To File Written Exceptions to Proposed Amendment to Tentative Marketing Agreement and to Order

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision of the Deputy Administrator, Agricultural Marketing Service, United States Department of Agriculture, with respect to the proposed amendment to the tentative marketing agreement, and order regulating the handling of milk in the Central Mississippi marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington, D.C., not later than the

close of business the 10th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendment, as hereinafter set forth, to the tentative marketing agreement and to the order, was formulated, was conducted at Jackson, Mississippi on December 15-17, 1959, pursuant to notice thereof which was issued December 1, 1959 (24 F.R. 9742).

The material issues on the record of the hearing relate to the level and seasonality of the Class I prices and the level of the Class II prices; definition of producer, distributing plant and handler; revision of the provisions for transfers, the base-excess plan, handler reports and classification computation and allocation of skim milk and butterfat; reduction of the marketing area; and clarifying and conforming changes.

This decision pertains' only to the issue of the Class I prices and proposed amendment to be effective only to Part 987 (Docket No. AO-252-A-6) for the Central Mississippi marketing area. Class I prices for the Mississippi Delta and Mississippi Gulf Coast orders are based on the Central Mississippi order Class I prices. Decision on all other issues is reserved for later determination.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearing and the record therof:

1. Class I prices. Class I prices should be maintained at their present level with a uniform differential above the basic formula price for each month.

Cooperative associations supported a proposal to determine the Class I price by adding \$2.30 during each month to the basic formula price. Currently the Central Mississippi order provides that a differential of \$1.85 be added during the months of March through July and \$2.30 all other months.

The evidence does not support an increase in the level of Class I price. Receipts of producer milk have in general kept pace with Class I sales each successive year since 1956.

Approximately 74 and 75 percent of the producer milk was classified as Class I in 1956 and 1957, respectively. During the past two years, 1958 and 1959, about 79 percent of the receipts of producer milk was classified each year as Class I milk. The weighted average relationship of the receipts of producer milk to Class I sales was 132 percent for each of the years 1956 and 1957. This relationship was 124.4 percent during 1958 and 127 percent in 1959. There is nothing in the evidence that shows any significant change in market conditions during the past year. From this it must be concluded that the present level of the Class I price is maintaining an adequate supply of producer milk.

Another feature of the producer proposal was a uniform Class I differential instead of the present seasonal differentials. Producers maintain that seasonal differentials in this market are not necessary to induce more even production. The 4-year average (1956-59) of production per day per producer during the two months of highest production is 118 percent of the 4-year average of the 2 months of lowest production. During this 4-year period the percentages ranged from 117 to 120 percent. Since seasonal surpluses in this area are not burdensome, cooperative associations maintain that the base-excess plan is sufficient inducement for producers to adjust the supply of milk seasonally in relation to the demand for Class I milk. All four associations representing producers in the three Mississippi markets (the Class I prices for the Mississippi Delta, and Mississippi Gulf Coast orders are based on the Central Mississippi order Class I prices) concurred in support of a constant differential above the basic formula price as a method of determining the Class I price. These associations represent a large majority of producers in the marketing areas concerned. These associations also market most of the producer milk not utilized and disposed by handlers in the marketing area. The record does not disclose significant changes in marketing conditions in either the Mississippi Delta or Mississippi Gulf Coast marketing areas or in intermarket relationships between these markets and the Central Mississippi marketing area that would justify altering the present method of basing the Class I prices for these markets on the Central Mississippi Class I price. It is concluded, therefore, that a uniform Class I differential as provided herein for the Central Mississippi area is also appropriate for the Mississippi Delta and Mississippi Gulf Coast areas.

It is concluded that it is feasible and appropriate in this marketing area to determine the Class I price by adding \$2.13 each month to the basic formula price. A differential of \$2.13 each month will maintain the level of the differential price of the past three years. The resulting Class I price will also maintain a good alignment with the Memphis, Tennessee, order market to the north. Producers in this market also urge the adoption of a uniform Class I differential. The seasonal variation in the differential in the New Orleans order is only 20 cents. Testimony was to the effect that a constant differential in the Central Mississippi order would not significantly change the competitive price relationships with the New Orleans market. From the testimony it does not appear that a uniform Class I differential in place of the present seasonal differentials would have any adverse effects on sales of producer milk.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and com-

mercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The following order amending the order regulating the handling of milk in the Central Mississippi marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

Amend § 987.51(a) to read as follows:

(a) Class I milk price. The minimum price per hundredweight shall be the basic formula price for the preceding month plus \$2.13.

Issued at Washington, D.C., this 8th day of February 1960.

ROY W. LENNARTSON, Deputy Administrator, Agricultural Marketing Service.

[F.R. Doc. 60-1275; Filed, Feb. 9, 1960; 8:53 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 600]

[Airspace Docket No. 59-FW-8]

FEDERAL AIRWAYS Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6097 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 97 extends, in part, from Knoxville, Tenn., to Cincinnati, Ohio. The Federal Aviation Agency has under consideration the designation of an east and west alternate to Victor 97 from Knoxville, to London, Ky., and modifying Victor 97-E between Lexington, Ky., and Cincinnati. It is proposed to designate Victor 97-E from Knoxville to London via the Knoxville VOR 013° T and the London VOR 141° T radials and Victor 97-W from Knoxville to London via the Knoxville VOR 321° T and the London VOR 201° T radials. The designation of these two alternates between Knoxville and London would provide airways for separating climbing and descending aircraft from aircraft operations on the main airway. The east alternate to Victor 97 between Lexington and Cincinnati would be redesignated from London to Cincinnati via the intersection of the London VOR 004° T and the Lexington VOR 107° T radials direct to Falmouth, Ky., VOR thence direct to the Cincinnati VOR. This modification would facilitate air traffic management by providing a bypass route around the Lexington terminal area and an alternate route between London and Cincinnati. The control areas associated with Victor 97 are so designated that they would automatically conform to the

modified airway. Accordingly, no amendment relating to such control areas would be necessary.

If these actions are taken, an east alternate to VOR Federal airway No. 97 would be designated from Knoxville, Tenn., to London, Ky., via the Knoxville VOR 013° T and the London VOR 141° T radials and a west alternate to Victor 97 would be designated from Knoxville to London via the Knoxville VOR 321° T and the London VOR 201° T radials. Victor 97 east alternate from Lexington, Ky., to Cincinnati, Ohio, would be redesignated from London to Cincinnati via the intersection of the London VOR 004° T and the Lexington VOR 107° T radials; Falmouth, Ky., thence direct to Cincinnati.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60-1281; Filed, Feb. 9, 1960; 8:47 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-FW-40]

FEDERAL AIRWAYS AND CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6134 and 601.6134 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 134 presently extends from Evergreen, Ala., to Columbus, Ga. The Federal Aviation Agency has under consideration modification and extension of Victor 134 from Evergreen to Atlanta, Ga., via the intersection of the Evergreen VOR 075° and the Tuskegee, Ala., VOR 220° True radials; Tuskegee VOR; intersection of the Tuskegee VOR 053° and the Columbus VOR 011° True radials; intersection of the Columbus, Ga., VOR 011° and the Atlanta VOR 233° True radials. This is part of a plan to improve air traffic flow capabilities in the Atlanta terminal area by providing another inbound route from the southwest for aircraft landing at airports in the Atlanta terminal area.

If this action is taken, VOR Federal airway No. 134 and its associated control areas would extend from Evergreen, Ala., to Atlanta, Ga., via the intersection of the Evergreen VOR 075° and the Tuskegee, Ala., VOR 220° True radials; Tuskegee VOR; intersection of the Tuskegee VOR 053° and the Columbus, Ga., VOR 011° True radials; intersection of the Columbus VOR 011° and the Atlanta VOR 233° True radials to the Atlanta VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

GEORGE S. CASSADY,
Acting Director, Bureau of
Air Traffic Management.

[F.R. Doc. 60-1277; Filed, Feb. 9, 1960; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-FW-56]

FEDERAL AIRWAYS, CONTROL AREAS, AND REPORTING POINTS

Modification of Federal Airway and Associated Control Areas; Designation of Reporting Point

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6267, 601.6267 and 601.7001 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 267 and its associated control areas presently extends from Miami, Fla., to Jacksonville, Fla. The Federal Aviation Agency has under consideration the extension of Victor 267 by adding a segment from the Norcross, Ga., VOR to the Knoxville, Tenn., VOR via the Norcross VOR 011° and the Knoxville VOR 181° True radials including an east alternate from the Norcross VOR to the Knoxville VOR via the intersection of the Norcross VOR 026° and the Knoxville VOR 166° True radials. This proposed modification is part of a plan to revise and increase the traffic flow capabilities in the Atlanta terminal area and in conjunction with other airways would form a dual airway system north of the Atlanta terminal area. Concurrently with this action, Nottely, Ga., intersection (the intersection of the Chattanooga, Tenn., VOR 088° and the Knoxville, Tenn., VOR 181° True radials) would be designated as a VOR reporting point.

If this action is taken, a segment to VOR Federal airway No. 267, with associated control areas, would be designated from Norcross, Ga., to Knoxville, Tenn., via the Norcross VOR 011° and the Knoxville VOR 181° True radials including an east alternate. Also, Nottely, Ga., intersection would be designated as a VOR reporting point.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief. Air Traffic Management Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the

Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60-1278; Filed, Feb. 9, 1960; 8:46 a.m.]

[14 CFR Parts 600, 601] [Airspace Docket No. 59-KC-22]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.613 and 601.613 of the regulations of the Administrator, the substance of which is stated below.

Blue Federal airway No. 13 presently extends, in part, from Kansas City, Mo. (Liberty, Mo., intersection), to Des Moines, Iowa. The Federal Aviation Agency has under consideration the revocation of this segment of Blue 13. The Federal Aviation Agency IFR peak-day airway traffic survey for the period July 1, 1958 through June 30, 1959, showed no aircraft movements on this segment of Blue 13. On the basis of the survey, it appears that the retention of this airway and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest.

If this action is taken, the segment of Blue Federal airway No. 13 and its associated control areas from Kansas City, Mo., to Des Moines, Iowa, would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division. Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become

part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York NW., Washington, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

GEORGE S. CASSADY. Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60-1279; Filed, Feb. 9, 1960; 8:46 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-NY-44]

FEDERAL AIRWAYS AND CONTROL AREAS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6427 and 601.6427 of the regulations of the Administrator, the substance of which is stated below.

VOR Federal airway No. 427 presently extends from Newcomerstown, Ohio, to Navarre, Ohio. The Federal Aviation Agency has under consideration modification of Victor 427 by extending it northerly from the Navarre VOR via the 352° True radial of the Navarre VOR to the intersection of the 109° True radial of the Cleveland, Ohio, VOR in the vicinity of Akron, Ohio, at which point it will terminate. This extension of Victor 427 would provide an additional airway for the air traffic management of aircraft en route to the Cleveland terminal area from southern terminals.

If this action is taken, VOR Federal airway No. 427 and its associated control areas would be extended from Navarre. Ohio, via the 352° True radial of the Navarre VOR to the intersection of Cleveland, Ohio, VOR 109° True radial at which point it would terminate.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences

with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

comments received.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

> GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Docket 60-1280; Filed, Feb. 9, 1960; 8:46 a.m.1

[14 CFR Part 601]

[Airspace Docket No. 59-KC-4]

CONTROL ZONES

Withdrawal of Proposal To Designate Control Zone

In a Notice of Proposed Rule Making published in the Federal Register as Airspace Docket No. 59-KC-4 on September 12, 1959 (24 F.R. 7384), it was proposed to designate a control zone at Pontiac, Mich., within a 5-mile radius of the Pontiac Airport with an extension northwest to the Pontiac VOR. Designation of this control zone was to . become effective in June of 1960, concurrently with the commissioning of the Pontiac, Mich., Airport Traffic Control Tower. The commissioning of the Tower. Pontiac Tower has been delayed until June, 1961. Therefore, the proposal to designate a control zone at Pontiac is being withdrawn. This proposal will be resubmitted at a later date consistent with the commissioning date of the Pontiac Tower.

In consideration of the foregoing the notice of proposed rule making contained in Airspace Docket No. 59-KC-4 is hereby withdrawn.

Sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on February 3, 1960.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management,

[F.R. Doc. 60-1282; Filed, Feb. 9, 1960; 8:47 a.m.)

[14 CFR Part 608]

[Airspace Docket No. 59-WA-386]

RESTRICTED AREAS

Withdrawal of Proposal To Revoke Restricted Area

In a notice of proposed rule making published in the FEDERAL REGISTER as Airspace Docket No. 59-WA-386 on November 11, 1959 (24 F.R. 9216), it was stated that according to data available to the Federal Aviation Agency there did not appear to be sufficient justification to warrant continued designation of the Wendover (Dugway), Utah, Restricted Area (R-273), and that the Federal Aviation Agency was considering the revocation thereof.

The Department of the Army has submitted classified information to the Federal Aviation Agency which substantiates retention of the Wendover (Dugway), Utah, Restricted Area (R-273) (Salt Lake City Chart).

In consideration of the foregoing, the notice of proposed rule making contained in Airspace Docket No. 59-WA-386 is hereby withdrawn.

Section 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C. on February 3, 1960.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 60-1283; Filed, Feb. 9, 1960; 8:47 a.m.]

FEDERAL COMMUNICATIONS **COMMISSION**

[47 CFR Part 3] [Docket No. 13335]

CONELRAD ATTENTION SIGNAL Order Extending Time for Filing Comments

In the matter of amendment of CON-ELRAD Manual BC-3 to provide for transmission standards for the CONEL-RAD Attention Signal; Docket No. 13335.

The Commission has before it for consideration the following pleading in the above-entitled proceeding: Petition of National Association of Broadcasters (NAB) requesting that the time for filing comments be extended until April 11.

In support of its request, petition alleges that additional time is needed to compile data on the feasibility of such an amendment, together with its economic impact. It is further alleged that the additional time will place NAB in a better position to furnish the Commission with information of value in the matter.

Upon consideration of the view expressed, the Commission believes the public interest would be served by granting an extension of time to April 11, 1960, to file comments.

Accordingly, it is ordered, This 4th day of February 1960, that the time for filing comments herein is extended from February 8, 1960 until April 11, 1960; and that the time for filing reply comments is extended from March 9, 1960, to April 25, 1960.

Released: February 4, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,
MANY JANE MORRIS

[SEAL] MARY JANE MORRIS, Secretary.

[F.R. Doc. 60-1303; Filed, Feb. 9, 1960; 8:50 a.m.]

[47 CFR Part 17]

[Docket No. 13384; FCC 60-86]

CONSTRUCTION, MARKING AND LIGHTING OF ANTENNA STRUCTURES

Notice of Proposed Rule Making

- 1. Notice is hereby given of proposed rule making in the above-entitled matter.
- 2. The Administrator, FAA, in exercising his statutory responsibility of regulating the navigable airspace, plans to withdraw FAA's representative from the Airspace Division of the Air Coordinating Committee (ACC) and has recommended its abolishment. As a result of this the FAA has promulgated procedures and rules pertaining to airspace utilization. In this connection the FAA has transmitted to the FCC a proposed "FAA Procedures For Special Aeronautical Study of Radio and TV Antenna Structures' (copy atached) which, to be effective, would require amendment of § 17.4 (a) (b), (c) and (d). The portions of § 17.4 which refer to the Airspace Subcommittee of ACC would be amended to reflect the FAA as the place where proposed antenna towers will be considered with respect to possible hazard to air navigation.
- 3. The FAA procedures, propose to substitute the FAA for the Airspace Division of ACC and state that, "The procedures set forth the same general practices adhered to in the past," and are to become effective upon appropriate amendment of Part 17 of the Commission's rules. Determinations or findings by the FAA under these procedures are in the nature of recommendations to the FCC. The ultimate determination is made by the Commission.
- 4. The proposed amendment is issued under the authority of section 303 (q), (r) of the Communications Act of 1934, as amended.
- 5. Any interested person who is of the opinion that the proposed amendment should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before March 7, 1960, written data, views, or arguments setting forth his comments. Comments in support of the proposed amendment may also be filed on or before the same date. Rebuttal com-

ments may be filed within 10 days from the last day for filing of original comments. No additional comments may be filed unless (1) specifically requested by the Commission, or (2) good cause for the filing of such additional comments is established. The Commission will consider all such comments prior to taking final action in this matter, and if comments are submitted warranting oral arguments, notice of the time and place of such oral arguments will be given.

6. In accordance with the provisions of § 1.54 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: February 3,-1960.

Released: February 5, 1960.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,

Secretary.

Section 17.4 is proposed to be amended to read as follows:

- § 17.4 Commission consideration of proposed antenna structure with respect to possible hazard to air navigation.
- (a) All applications which in the light of the criteria set forth in Subpart B of this part require special aeronautical study will be referred by the Commission through appropriate channels to the Federal Aviation Agency for its recommendation.
- (b) All applications which do not require special aeronautical study in view of the criteria set forth in Subpart B of this part will be deemed not to involve a hazard to air navigation and will be considered by the Commission without reference to the Federal Aviation Agency or any other agency or organization.
- (c) Whenever a recommendation for approval of any application that has been submitted to the Federal Aviation Agency, has been received from that agency, the application will be deemed not to involve a hazard to air navigation and will be processed by the Commission accordingly.
- (d) Whenever a report recommending denial of any application has been received from the Federal Aviation Agency, the applicant will be so advised by the Commission and the Commission will take such further action as might be appropriate.
- FAA PROCEDURES FOR SPECIAL AERONAUTICAL STUDIES RELATING TO RADIO AND TV ANTENNA STRUCTURE
- I. Introduction. The following procedures will be used by the Federal Aviation Agency (FAA) in conducting special aeronautical studies relating to applications concerning radio and television antenna structures.

Part 17 of the Rules of the Federal Communications Commission (FCC) relates to the construction, marking and lighting of antenna structures. Among other things Part 17 contains the criteria under which FCC will determine whether applications for the construction of these structures will be referred to FAA for special aeronautical study. Applications which do not require a special aeronautical study by FAA will be processed by FCC without reference to FAA.

The procedures set forth follow the same general practices adhered to in the past. FAA will circularize interested persons; afford applicants opportunity to present information; conduct the special aeronautical study and notify FCC of the results.

II. Filing of applications. Applications for radio-television antenna structure construction deemed by FCC to require special aeronautical study will be forwarded by FCC to the appropriate FAA Regional Office.

III. Airspace conference. Periodic airspace conferences are held by the FAA at each regional office location. Such conferences will include, as agenda for discussion, those proposed radio-television antenna structure cases described in paragraph IV B of this document. The agenda of the proposals to be discussed will be forwarded to interested persons well in advance of the meeting.

The Airspace Utilization Division, FAA, Washington, D.C., will also call airspace conferences at which aeronautical studies of radio-television antenna structures may be reviewed as required in accordance with the procedures set forth herein. In this connection, the FAA will distribute an agenda to interested persons well in advance of the conference.

All airspace conferences will be called by the FAA and the Chairman will be an FAA representative. Since the conferences are informal, no verbatim minutes will be published.

IV. Applications referred to FAA. All applications for radio-television antenna structure construction forwarded by the FCC to the appropriate regional office for special aeronautical study are subject to the following procedures:

A. Informal processing of applications. The FAA Regional Office will initiate an investigation to determine the effect the proposed structure will have on air navigation. In the course of the investigation, the region will request the comments of interested persons. If no objection or qualified approval is received from any interested person and the region finds the proposal acceptable the region will forward the application together with its findings to FCC in Washington, D.C. (copy to AT-100).²

B. Formal processing of applications. In

B. Formal processing of applications. In the event an objection to the proposed structure is received; a qualified approval is submitted; a person requests that the FAA hold a conference to discuss the matter; or it appears to the FAA Regional Office that there may be an unacceptable hazard to air navigation the region will arrange to have the matter discussed at one of its periodic airspace conferences. The region may, of course, hold a specific conference for the purpose. The applicant and all interested

¹The term "interested persons" as used herein at the Washington level, means all persons on the Airspace Utilization Division's current airspace listing the applicant and his representatives or any specific person who requests an opportunity to comment. The term "interested persons" as used herein at the regional level means all persons on the Region's current airspace listing the applicant and his representatives and any specific person who requests an opportunity to comment.

² Normally the Region's report to the FCC will contain the final position of the FAA. In the event the FAA, at the Washington level, reverses the findings of the Region adversely to the applicant, the Airspace Utilization Division of the FAA in Washington will arrange for an informal conference with all interested persons to be held at either the Washington level or in the Region (additional conference will be chaired by the FAA Washington level). The FCC will be notified immediately. Subsequent thereto final appropriate notification of the FAA findings will be made to FCC.

persons will be afforded the opportunity to attend the conference and explain in detail their position respecting the application.

a. After full consideration of the application the FAA Regional Office will forward a report of these discussions concerning a proposed radio-television structure to the Airspace Utilization Division, FAA, Washington, D.C.

b. After receipt of FFA regional report the Chief Airspace Utilization Division of FAA will notify FCC of the FAA findings or the scheduling of further discussion of the application at a Washington airspace conference.

c. The FAA will document all objections which are not resolved, identify the objectors, and include this information with FAA findings which are forwarded to FCC.

d. When the FAA finding is adverse to an application for the construction of a radio-

television antenna structure the reasons will be included with the finding.

e. The FCC is expected to furnish the applicant with the findings of the FAA after they have been formally transferred to the FCC or upon receipt by FCC.

C. Accelerated procedures. When a special aeronautical study requires that the corordination with interested persons must be accomplished in a minimum of time in order to avoid undue hardship to the applicant or an interested person, the FAA will undertake to accelerate its procedures. Thus comments of interested persons may be obtained by telephone and the informal conference may be dispensed with. In any event, the FAA will obtain by the most expeditious means the comments of all interested persons and notify the FCC of the findings at the earliest practicable date.

[F.R. Doc. 60-1304; Filed, Feb. 9, 1960; 8:51 a.m.]

all amendments thereto are revoked: Order No. 1 (22 F.R. 8242).

Order No. 9 (24 F.R. 2538).

Order No. 1 (22 F.R. 8242). Order No. 2 (22 F.R. 8323). Order No. 4 (22 F.R. 8323). Order No. 5 (22 F.R. 8909). Order No. 6 (23 F.R. 6090). Order No. 6, Revised (24 F.R. 3703). Order No. 8 (23 F.R. 9520).

The following Director's Orders and

PART 4-DELEGATIONS OF AUTHORITY

CHAPTER 2-DELEGATIONS BY THE DIRECTOR

4.1 General provisions—A. Exercise of authority. The provisions of this section are applicable to all succeeding sections of this chapter. All authorities delegated by the Director, Bureau of Sport Fisheries and Wildlife shall be exercised in accordance with applicable statutes, rules and regulations, Departmental and Bureau policies, and within applicable budgetary limitations. Exercise of all authorities is limited to the geographical and functional area over which the recipient of the authority has jurisdiction.

B. Redelegation. Regional directors and project leaders may redelegate in writing the authorities delegated in this chapter in the absence of restrictive language, and authorize written redelegations of such authorities.

C. Acting officials. An acting official may exercise all of the authority of the official for whom he has been duly designated in writing to act.

D. Assistant directors. The assistant directors may severally exercise any and all authority conferred upon the Director by the Commissioner of Fish and Wildlife. These officials may not redelegate any authority.

4.4 Property management matters.

B. Excess personal property. Chief, Division of Administration, Chief, Branch of Property Management, regional directors, administrative officers and property management officers may exercise the authority of the Secretary to dispose of and to transfer personal property excess to the needs of the Department. This authority includes the donation and execution of transfers and deliveries of donable property, in accordance with the Federal Property and Administrative Services Act of 1949, as amended, and regulations issued thereunder by the Administrator of General Services. (Secretary's Order No. 2642)

D. Disposal of real property and related personal property. Regional directors, administrative officers, and property management officers, with respect to real property improvements having a fair market value of \$10,000 or less, located on Government-owned land or on land leased to the Government which Government-owned or lease-hold interest is not excess and is not expected to become excess, may each exercise the authority granted the Director by section 2 of Secretary's Order No. 2830 (23 F.R. 7127). This authority may not be redelegated.

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management FLORIDA

Notice of Determination; Proposed Withdrawal and Reservation of Lands

FEBRUARY 4, 1960.

Upon consideration of the application for withdrawal and reservation of lands, notice of which was published in the Federal Register on Tuesday, July 7, 1959 (24 F.R. 131), serial number 044365 filed by The Fish and Wildlife Service and the record pertaining to such application, it is determined that the application should be rejected as to the lands described below. Accordingly, it is rejected as to such lands.

The lands involved will be at 10:00 a.m. on March 15, 1960, relieved of the segregative effect of the above-mentioned application.

Legal description of the lands involved:

FLORIDA

TALLAHASSEE MERIDIAN

T. 46 S., R. 23 E., Sec. 18, Lot 5, containing 40 acres.

> H. K. SCHOLL, Manager.

[F.R. Doc. 60-1287; Filed, Feb. 9, 1960; 8:48 a.m.]

NEVADA

Notice of Proposed Withdrawal and Reservation of Lands

FEBRUARY 2, 1960.

The National Park Service has filed an application, Serial Number Nevada-050476 for the withdrawal of the lands described below, from all forms of appropriation, including the mining and mineral leasing laws. The lands involved were withdrawn from all forms of

entry except mineral leasing and location of non-metalliferous minerals by Executive Order 5339 of April 25, 1930. The applicant desires the land for a National Park Service Headquarters which will include public facilities such as camp grounds, picnic areas, and a visitor center.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 1551, Reno, Nevada.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the Federal Register. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

MOUNT DIABLO MERIDIAN, NEVADA

T. 18 S., R. 67 E., Sec. 12.

The area described contains 640 acres.

W. REED ROBERTS, Acting State Supervisor.

[F.R. Doc. 60-1288; Filed, Feb. 9, 1960; `8:48 a.m.]

Fish and Wildlife Service

REGIONAL DIRECTORS AND PROJECT LEADERS

Delegations of Authority

The following material is a portion of the Administrative Manual and the numbering system is that of the Manual Material that relates solely to internal management has not been included. Such omitted internal material is denoted by asterisks.

- F. Advertising. Regional directors, administrative officers and property management officers may authorize the publication of advertisements, notices, or proposals pursuant to section 3828, Revised Statutes (44 U.S.C. 324). (205 DM 5.1)
- 4.5 Contracting matters-A. Contracts for procurement. Subject to the limitation in sections (2) and (3) below, the officers and employees designated in section (1) below are severally authorized, within the monetary limits indicated in each case, to enter into contracts for construction, supplies, or services. With respect to any such contracts, the officers and employees designated may issue change orders and extra work orders pursuant to the contract, enter into modifications of the contract which are legally permissible, and terminate the contract if such action is legally authorized.
- (1) Authorized officials. Chief, Division of Administration, and Chief and Assistant Chief, Branch of Property Management, may exercise this authority, unlimited as to amount.

Regional directors, administrative officers and property management officers may exercise this authority in amounts

not exceeding \$100,000.

Project leaders and their assistants, and chiefs of field parties, may make open market purchases not exceeding \$2,500 in anyone case, and purchases from established contracts and emergency purchases, unlimited as to amount.

- (2) Limitation. The authority granted in section A above, shall not be construed as including authority to negotiate contracts, without advertising, pursuant to the authority conferred under section 302(c) of the Federal Property and Administrative Services Act of 1949, as amended (41 U.S.C. 252 et seq.). (Secretary's Order No. 2509, amdts. 16 and 25.)
- (3) Redelegation. The authority granted in this section may not be redelegated.
- B. Negotiated purchase and contracts. The officers and employees designated in this section are severely authorized, subject to the provisions of sections (4) and (5) below, to exercise the following authority under the Federal Property and Administrative Services Act of 1949, as amended (41 U.S.C. 252 et seq.). This authority includes the negotiation, without advertising, of purchases and contracts for supplies and services limited to the amounts indicated in each case. when it is determined that the facts are such as to bring the particular purchase or contract within the cited provisions of the Act.
- (1) Subsection 302(c)(4). To procure personal and professional services of naval architects and marine engineers.
- (a) The Chief, Division of Administration, and Chief, Branch of Property Management may exercise this authority, unlimited as to amount.
- (b) Regional directors, administrative officers and property management officers may exercise this authority in amounts not exceeding \$100,000.

- (2) Subsection 302(c) (9). To procure perishable and semi-perishable foods.
- (a) The Chief, Division of Administration, and Chief, Branch of Property Management, may exercise this authority, unlimited as to amount.
- (b) Regional directors, administrative officers and property management officers, may exercise this authority in amounts not exceeding \$100,000.
- (c) Project leaders in charge of national fish hatcheries, laboratories, experimental projects or vessels may exercise this authority in amounts not exceeding \$10,000.
- (3) Subsection 302(c)(13). To purchase outboard motors for use in Alaska.
- (a) The Chief, Division of Administration, and Chief Branch of Property Management may exercise this authority, unlimited as to amount.
- (b) Regional directors, administrative officers and property management officers, Regions 1 and 6, may exercise this authority in amounts not exceeding \$100,000. (20 F.R. 2837)
- (4) Limitations: exercise of authority. The authority granted by section B, above, does not include authority to make the written determination required by subsection 302(c)(12) of the Act irrespective of the amount of expenditure involved; nor authority to make the written determination required by subsection 302(c)(11) of the Act when a contract pursuant to that subsection will require the expenditure of more than \$25,000. Until any such determination has been made by the Secretary, no employee of the Bureau shall enter into such a contract pursuant to subsections 302(c)(11) or 302(c)(13) of the Act.

(5) Redelegation. The authority granted by this section may not be redelegated. (Secretary's Order No. 2825)

- C. Lease of space—(1) Authority. The officers and employees designated in section (2) below, may exercise the authority vested in the Secretary pursuant to regulations of the General Services Administration, Title 2, Real Property Management, to perform all functions with respect to acquisition by lease of space in buildings and land incidental to the use thereof, limited to the amounts indicated in each case, when:
- (a) The space is found by GSA to be special purpose in character under section 1(d) of Reorganization Plan 18 of 1950 (5 U.S.C. 133z-15, note); or
- (b) The space is required for use incidental to, in conjunction with, and in close proximity to, space which has been found by GSA to be special purpose; or
- (c) The space is leased for no rental, or for a nominal consideration of \$1.00 per annum: or
- (d) The space is located in Puerto Rico, the Virgin Islands, or the States of Alaska and Hawaii; or
- (e) The Bureau has been specifically authorized by GSA to perform any or all such functions.
- (2) Authorized officials. The Chief, Division of Administration and Chief and Assistant Chief, Branch of Property Management may exercise the authority, unlimited as to amount.

Regional directors, administrative officers and property management officers

may exercise this authority in amounts not exceeding \$100,000.

- (3) Redelegation. The authority granted in this section may not be redelegated. (Secretary's Order No. 2509, amdts. 16 and 25)
- D. Land acquisitions, leases and water rights. Regional directors may severally exercise the authority of the Director specified in sections (1) to (3) below. This authority may not be redelegated.
- (1) Contracts for lease or acquisition of lands. To enter into contracts for the lease and/or acquisition of lands or interests in lands whenever such lands or interests in lands are to be acquired for administration through the Bureau pursuant to any Act of Congress.
- (2) Water rights. To initiate, prosecute, acquire and perfect water rights in the name of the United States, pursuant to the provisions of State law and in conformity with applicable interstate agreements; and to file applications, notices, petitions and all other documents and to take any other steps which are useful and proper to protect, secure and maintain such water rights in good standing. (Secretary's Order No. 2821)
- (3) Reimbursement of land owners. To exercise those authorities under section 1 of the Act of May 29, 1958 (72 Stat. 152; 43 U.S.C. 1231-1234), relating to reimbursement of owners and tenants of lands acquired for Department programs for expenses and other losses and damages incurred by them in the process, and as a direct result of such moving of themselves, their families, and their possessions, as is occasioned by such acquisition. (Secretary's Order No. 2840.)
- E. Cooperative agreements. The regional directors may severally exercise the authority of the Director, to enter into agreements with Federal, State, and public and private agencies and organizations for the cooperative conduct of any Bureau of Sport Fisheries and Wildlife function or activity authorized by law. This authority includes, but is not limited to, agreements for management of wildlife conservation areas: agreements for the development, protection, rearing, and stocking of all species of wildlife; and project and special agreements for predatory animal and rodent control operations, as well as such field agreements as provide for reimbursement of Bureau funds.

District agents may execute predator and rodent control field and local agreements, except those agreements which provide for reimbursement of Bureau funds. None of the authority in this section may be redelegated. (Secretary's Order No. 2821)

F. Federal aid in fish and wildlife restoration projects—(1) Authority. The Chief, Division of Technical Services, Washington Office, Regional Directors, and Chiefs, Division of Technical Services, Regions 1 to 5, inclusive, may, subject to the limitations in section (2) below, severally exercise the authority conferred upon the Secretary by the Federal Aid to Wildlife Restoration Act of September 2, 1937, as amended (50 Stat. 917; 16 U.S.C. 669), and the Federal Aid to Fish Restoration and Management Act of August 9, 1950, as amended (60 Stat.

430; 16 U.S.C. 777). They severally may act as the authorized representative of the Secretary in performing all actions required of the Secretary under the regulations implementing said Acts appearing in Part 41, Title 50, Code of Federal Regulations.

(2) Limitations. The authority granted in section (1) above, does not include authority to apportion funds in connection with Federal aid in fish and wildlife restoration, nor authority to issue regulatory documents subject to codification in the Code of Federal Regulations (44 U.S.C. 305; 1 CFR 1.10).

(3) Redelegation. The authority granted in section (1) above, may not

be redelegated.

- G. Contracting officers' decisions. The Chief, Division of Administration and Chief, Branch of Property Management, may submit direct to the General Accounting Office requests for decisions relative to errors in bids discovered prior to award of contracts.
 - 4.6 General Administrative matters. . .
- B. Testimony of employees. ployees of the Bureau are authorized to testify in any judicial or administrative proceeding concerning landcondemnation cases arising within the Bureau or initiated by the States involving Federal Aid funds and violations of Federal or State laws in the enforcement of which employees of the Bureau have been authorized to assist (43 CFR 2.20). Advance authorization of the Director is required before giving testimony in all other cases.
- C. Disaster assistance. Regional directors are authorized and are responsible for the utilization of the resources at their disposal in providing assistance in major disasters upon request and authorization of the Federal Civil Defense Administration.
- D. Evacuation of employees' families. Regional directors may designate or approve the zones from which the immediate families of civilian employees should be evacuated for military or other causes which create imminent danger to life or property, or adverse living conditions seriously affecting the health, safety, or accommodations of such families. This authority includes the payment of travel and transportation expenses to locations designated by the said employees or, if such is impossible or impracticable, to locations designated by their immediate families, pursuant to subsection (d) of section 1 of the Act of August 2, 1946, as amended (5 U.S.C. 73b-1): Provided, That no evacuation shall be authorized or approved for military purposes without orders from the military authorities in charge of the area or place where the families are living: Provided further, That no evacuation shall be authorized or approved for non-military purposes unless such action is fully justified by the circumstances, including but not limited to fires, floods, epidemics, earthquakes, or circumstances considered "acts of
- God." (Secretary's Order No. 2634) 4.7 Sport Fisheries matters. Regional directors may severally exercise the authority of the Director for the conduct

- of the authorized sport fisheries programs of the Bureau, except as provided in succeeding sections. This does not include administrative management matters, which are treated in sections 4.2-4.6 above-
- A. Operation and maintenance of national fish hatcheries. This authority does not include:
- (1) Naming of new hatcheries, approval of development programs and plans therefor, and major improvements projects estimated to cost in excess of \$10,000, not included in approved development plans.
- (2) Transfer of fish eggs between regions for Bureau operations and transfers to or from states outside a region.
- (3) Importation of fish and fish eggs and export of fish and fish eggs to foreign countries.
- B. Fishery management services. This authority does not include establishment of cooperative fishery training units.

C. Fishery research. This authority does not include the conduct of any sport

fisheries research program.

- 4.8 Technical services matters. Regional directors may severally exercise the authority of the Director for the conduct of the authorized technical services programs of the Bureau, except as provided in succeeding sections. This does not include administrative management matters which are treated in sections 4.2-4.6, above—A. Engineering services. This authority does not include:
- (1) Approval of plans and specifications for construction and development work included in approved refuge and hatchery development plans where there is major deviation from standard plans and specifications approved for such work.
- (2) Approval of plans and specifications for all construction, development. alteration and repair work estimated to cost in excess of \$10,000, not included in approved development plans.
- B. Acquisition and disposition of real property and interests therein and matters affecting the title in real property. This authority does not include:
- (1) Determination that land is excess to Bureau needs.
- (2) Disposal of easements to servient estates.
 - (3) Acceptance of donations.
 - (4) Execution of exchange deeds.
- C. River basin studies and wetlands investigations. This authority does not include:
- (1) Issuance of final river basin reports on projects under the aegis of the Federal Power Commission.
- (2) Issuance of river basin reports containing data or recommendations concerning the commercial fishery resources except with the prior concurrence of the regional director and/or the Director of the Bureau of Commercial Fisheries.
- (3) River basin reports in Alaska.
- 4.9 Wildlife matters. Regional directors may severally exercise the authority of the Director for the conduct of the authorized wildlife programs of the Bureau, except as provided in succeeding sections. This does not include admin-

istrative management matters which are treated in sections 4.2-4.6, above.

- A. Management studies of migratory birds and enforcement of Federal fish and game laws. This authority does not include:
- (1) The conduct of aerial surveys outside the continental United States.
- (2) The conduct of undercover law enforcement projects.
- (3) Feeding of migratory waterfowl to prevent depredations under the Act of July 3, 1956 (Pub. Law 654-84th Cong.) where expenditure of funds for the acquisition of grain is required.
 (4) Issuance of importation permits
- for mammals and birds.
- (5) Establishment of feather import quotas and the issuance of permits thereunder.
- B. Control of predatory animals and injurious rodents. This authority does not include:
- (1) Establishment of Compound 1080 and/or thallium predatory animal control station sites east of the Western Range Boundary as currently defined.
- (2) Shipment of poison baits or poisons to foreign countries.
- C. Development and management of National Wildlife Refuges. This authority does not include:
- (1) Final approval of proposals for acquisition of lands for wildlife refuge purposes and the naming of refuges.
- (2) Approval of permits for nonconforming uses, including the dumping of spoil from dredgings.
 - (3) Concession contracts.
- (4) Determination of the numbers and sales prices of excess buffalo, longhorn cattle, deer and elk.
- (5) Approval of donations to public agencies of more than 10 excess biggame animals annually.
- (6) Permits for archeological investigations.
- (7) Approval of sales of alcoholic beverages on refuges.
- (8) Public use of boats and motors on refuges.
- (9) Approval of initiation or extension of public hunting and fishing on refuges.
- (10) Approval of master plans for physical and biological development of national wildlife refuges, and approval of plans for such major improvements and changes estimated to cost in excess of \$10,000, not included in approved development plans.
- D. Wildlife research. This authority does not include:
- (1) The conduct of any wildlife research programs.
- (2) Execution of foreign bird importation agreements.
- (3) Authority to authorize the conduct of bird-banding operations, other than the signing of bird-banding permits in accordance with section (14) of the Procedure and Policy covering the Issuance of Migratory Bird Permits.
- E. Migratory bird and bald eagle permits. The employees designated in this section are severally authorized to act as the authorized representative of the Secretary in the issuance and revocation of permits pursuant to the following pro-

visions of the regulations adopted pursuant to the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755; 16 U.S.C. 703), and the Bald Eagle Act of June 8, 1940 (54 Stat. 250; 16 U.S.C. 668). This authority may not be redelegated.

(1) Acquisition and possession of migratory birds. The Chief, Division of Wildlife, Washington Office and regional directors and chiefs, regional divisions of wildlife, may issue permits pursuant to 50 CFR 6.15 for the following purposes:

(a) The importation, taking, sale, purchase or other acquisition, and possession of live migratory birds and their eggs for

propagating purposes.

(b) The importation, taking, sale, purchase or other acquisition, and possession of migratory birds, or parts, nests, or eggs thereof for scientific and other limited purposes.

(c) The disposition and transportation of such birds, or parts, nests, or eggs

and their increase.

(d) The mounting or other preparation by a taxidermist of such birds, or parts, nests, or eggs, thereof.

Except, that no permit may be issued by any regional official for the importation or exportation into or out of the United States of migratory birds, or parts, nests, or eggs thereof; nor shall any permit be issued by any regional official to authorize the conduct of activities involving migratory birds, or parts, nests, or eggs thereof in any territory, district or possession of the United States, other than the District of Columbia.

(2) Killing of migratory birds. The Chief, Division of Wildlife, Washington Office, regional directors and chiefs, regional divisions of wildlife, may issue permits pursuant to 50 CFR 6.61 to kill, frighten, or otherwise herd migratory birds injuring crops or other property. Game management agents and pilotagents may issue permits to frighten or otherwise herd (but not kill) migratory birds injuring crops or other property.

(3) Killing or capturing bald eagles. The Chief, Division of Wildlife, Washington Office, and regional directors and chiefs, regional divisions of wildlife, may issue permits pursuant to 50 CFR 7.1 to capture bald eagles alive or to collect their nests or eggs, or to kill such birds and possess and transport their skins or mounted specimens for scientific or exhibition purposes of public museums, scientific societies, or zoological parks; and permits pursuant to 50 CFR 7.4 to kill bald eagles when necessary to abate serious injury to wildlife or to agricultural or other interests.

F. Evidence of violations of laws. The Chief and the Assistant Chief, Branch of Management and Enforcement, may authorize and approve payments in aggregate total not exceeding the statutory limitations for information or evidence concerning violations of laws administered by the Bureau.

D. H. JANZEN, Director.

FEBRUARY 5, 1960.

[F.R. Doc. 60-1306; Filed, Feb. 9, 1960; 8:52 a.m.]

No. 28---3

CIVIL AERONAUTICS BOARD

[Docket No. 11123]

Mc KAY AIRWAYS

Hearing

In the matter of the application of Mc Kay Airways for a foreign air carrier permit, issued pursuant to section 402 of the Federal Aviation Act of 1958, to perform operations of a casual, occasional or infrequent nature, in common carriage, into the United States.

Notice is hereby given, pursuant to the Federal Aviation Act of 1958, that the hearing in the above-entitled proceeding will be held February 11, 1960, at 10:00 a.m., e.s.t., Room 701, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D.C., February 4, 1960.

[SEAL]

Francis W. Brown, Chief Examiner.

[F.R. Doc. 60-1308; Filed, Feb. 9, 1960; 8:52 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI60-99] .

HANLEY CO. ET AL.

Order for Hearing, Suspending Proposed Change in Rate, and Allowing Increased Rate To Become Effective

FEBRUARY 3, 1960.

Hanley Company (Operator) et al. (Hanley), on January 4, 1960, tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated December 30, 1959.

Purchaser and producing area: West Lake Natural Gasoline Company, Lake Trammell Fld., Nolan Co., Texas.

Rate schedule designation: Supplement No. 2 to Hanley's FPC Gas Rate Schedule No. 28. Effective date: February 4, 1960 (stated effective date is the first day after the expiration of the required thirty days statutory

Rate in effect: 5.5 cents per Mcf. Proposed increased rate: 6.99189 per Mcf. Pressure base: 14.65 psia.

Hanley Company (Operator), et al., proposes a revenue-sharing type rate increase for gas sold to West Lake Natural Gasoline Company (West Lake). West Lake resells the subject gas, after treating, to El Paso Natural Gas Company (El Paso), and pays Hanley (and other producers) 50 percent of the resale rate it receives from El Paso for the residue gas with guaranteed floor prices in cents per Mef provided in the producers' contracts. The subject increase is based upon West Lake's favored-nation increased resale rate which was suspended by the Com-

mission for five months until January 22, 1960 in Docket No. G-19156. In support of its increased rate Hanley cites the contract provisions and West Lake's suspended increased rate and states that the increased price is necessary to protect it against increasing costs and effects of inflation and to provide a reasonable rate of return on its investment. Hanley also states that its increased price is no higher than others being offered for casinghead gas in the area.

The Commission finds:

(1) The rates and charges contained in Supplement No. 2 to Hanley's FPC Gas Rate Schedule No. 28 may be unjust, unreasonable, unduly discriminatory or preferential, or otherwise unlawful.

(2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates and charges contained in the aforesaid supplement, and that such supplement be suspended and the use thereof deferred as hereinafter provided, and that Hanley Company (Operator) et al. be required to file an undertaking as hereinafter ordered and conditioned.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed rate and charge contained in Supplement No. 2 to Hanley's FPC Gas Rate Schedule No. 28.

(B) Pending such hearing and decision thereon, Supplement No. 2 to Hanley's FPC Gas Rate Schedule No. 28 be and it hereby is suspended and the use thereof deferred until February 5, 1960, and until such further time as it is made effective in the manner hereinafter prescribed.

(C) The rate, charge, and classification set forth in Supplement No. 2 to Hanley's FPC Gas Rate Schedule No. 28 shall be effective as specified in Paragraph (B) above: Provided, however, That within 20 days from the date of this order, Hanley shall execute and file with the Secretary of the Commission the Agreement and Undertaking described in paragraph (E) below.

(D) Hanley shall refund at such time and in such amounts to the person entitled thereto, and in such manner as may be required by final order of the Commission, the portions of the increased rate and charge found by the Commission in these proceedings not justified, together with interest thereon at the rate of 6 percent per annum from the date of payment to Hanley until refunded, shall bear all costs of such refunding; shall keep accurate accounts in detail of all amounts received by reason of the increased rate or charge allowed by this order to become effective, for each billing period, specifying by whom and in whose behalf such amounts were paid; and shall report (original and one copy), in writing and under oath, to the Commission quarterly, or monthly if

Hanley so elects, for each billing period and for each purchaser, the billing determinants of natural gas sales to such purchasers and the revenues resulting therefrom, as computed under the rate in effect immediately prior to the date upon which the increased rate allowed by this order becomes effective, and under the rate allowed by this order to become effective, together with the differences in the revenues so computed.

(E) As a condition of this order within 20 days from the date of issuance thereof, Hanley shall execute and file in triplicate with the Secretary of this Commission its written agreement and undertaking to comply with the terms of paragraph (D) hereof, as follows:

Agreement and Undertaking of Hanley Company (Operator), et al. To Comply With the Terms and Conditions of Paragraph (D) of Federal Power Commission's Order Making Effective Proposed Rate Changes

In conformity with the requirements of the order issued (date), in Docket No. RI60-99, Hanley Company (Operator) et al. hereby agrees and undertakes to comply with the terms and conditions of paragraph (D) of said order, and for that purpose has caused this agreement and undertaking to be executed and sealed in its name by its officers, thereupon duly authorized in accordance with the terms of the resolution of its Board

of Directors, a certified copy of which is appended hereto this ____ day of _____.

By _____

Attest:

As further condition of this order, Hanley shall file with said agreement and undertaking a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless Hanley is advised to the contrary within 15 days after the date of filing such agreement and undertaking, the agreement and undertaking shall be deemed to have been accepted.

(F) If Hanley shall, in conformity with the terms and conditions of paragraph (D) of this order make the refunds as may be required by order of the Commission, the undertaking shall be discharged; otherwise, it shall remain in full force and effect.

(G) Neither the supplement hereby suspended nor the rate schedule sought to be altered thereby shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(H) Interested State commissions may participate as provided by §§ 1.8 and 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)).

By the Commission (Commissioner Kline dissenting).

JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 60-1293; Filed, Feb. 9, 1960; 8:48 a.m.]

[Docket Nos. RI60-93 etc.]

PHILLIPS PETROLEUM CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates and Rejecting Offer of Settlement ¹

FEBRUARY 3, 1960.

Phillips Petroleum Company, Docket No. RI60-93; Robert Mosbacher (Operator), et al., Docket No. RI60-94; Robert Mosbacher, et al., Docket No. RI60-95; Gulfshore Oil Company, Docket No. RI60-96; W. A. Richardson Oil Company, et al., Docket No. RI160-97; Shell Oil Company, Docket No. RI60-98; The Pure Oil Company, Docket No. RI60-100

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for their sales of natural gas subject to the jurisdiction of the Commission. The proposed changes are designated as

follows:

Docket No.	Respondent	Rate	Supple-		Notice of change dated—	Date tendered	Effective date un- less sus- pended 1	Rate sus- pended until—	Cents per Mcf	
		sched- ule No.	ment No.	Purchaser and producing area					Rate in effect	Proposed increased rate
RI60-93	Phillips Petroleum Co	247.	2	Kansas-Nebraska Natural Gas Co. (Logan County, Colo.).	1- 4-60	1- 6-60	2- 6-60	7 6-60	12. 8262	³ 13. 7424
RI60-94	Robert Mosbacher, (Oper-	15	1	Tennessee Gas Transmission Co. (Columbus Field, Colorado County, Tex.).	Undated	1 6-60	2 660	7 660	13. 2782	\$ 15.95016
R160-95	Robert Mosbacher, et al	5	13	Tennessee Gas Transmission Co. (Chesterville Field, Colorado and Wharton Counties, Tex.).	do	1- 6-60	2 660	7 6-60	13. 2782	\$ 15. 95016
RI60-96	Gulfshore Oil Co	1	6	Tennessee Gas Transmission Co. (Placedo Field, Victoria County, Tex.).	do	1~ 7-60	2- 7-60	7 7-60	11. 02818	15, 33333
RI60-97	W. A. Richardson Oil Com- pany, et al.	1	5	Tennessee Gas Transmission Co. (Seeligson Field, Jim Wells County, Tex.).	12- 1-59	1- 7-60	2- 7-60	7 7-60	12. 12268	² 15. 0952
R160-98	Shell Oil Co	176	2	Southern Natural Gas Co. (W. Black Bay Field, Plaquemines Parish, La.).	1- 8-60	1-11-60	2-11-60	7-11-60	20. 75	₽ 22. 0
RI60-100.	The Pure Oil Co	45	1	Lone Star Gas Co. (Velma Field, Stephens County, Okla.).	Undated	1- 4-60	2- 4-60	7- 4-60	11.0	16.8

¹ The stated effective dates are those requested by Respondents, or the first day after expiration of the required statutory notice, whichever is later.

In support of the proposed periodic rate increases, Phillips Petroleum Company merely cites the contract provisions and states that the increased rate is just and reasonable and no more than that to which it is contractually entitled.

Robert Mosbacher (Operator), et al. (Mosbacher), Gulfshore Oil Company (Gulfshore) and W. A. Richardson Oil Company, et al. (Richardson) propose redetermined rate increases and Robert Mosbacher, et al. (Mosbacher) proposes a favored-nation rate increase for the sale of natural gas to Tennessee Gas Transmission Company (Tennessee). In support of the increased rates, Mosbacher, Gulfshore and Richardson cite the appropriate contract provisions and submit copies of Tennessee's favored-nation or price redetermination letters. Mosbacher and Gulfshore state that their contract price provisions were arrived at by arm's-length negotiations and such provisions constitute integral parts of the consideration upon which the contracts were based to insure sellers

competitive prices. Mosbacher and Gulfshore also state that in view of the long terms of the contracts the increased rates are fair, just and reasonable. Richardson states that its price for gas has not increased since November 1, 1954, while its costs have increased substantially and that the increased rate will partially offset such increased costs. Richardson also states that the volumes of gas available are not as great as initially contemplated and costs of processing the gas are increasing. addition, Richardson cites higher prices for initial services in the area.

Shell Oil Company (Shell) in support of the proposed renegotiated rate increase submits copies of the renegotiated agreement providing, among other things, for the increased 20.25 cent base price. Shell states that such price is the same as that for its sale to Southern Natural Gas Company (Southern Natural) in the same parish which the Commission certificated in Docket No. G-13945 and is below that certificated in Docket No. G-13256 for its sale to South-

ern Natural in Iberia and St. Mary Parishes.

The Pure Oil Company (Pure Oil) in support of the proposed favored-nation rate increase cites its contract favored-nation provision, and the triggering initial deliveries to Lone Star Gas Company. Pure Oil States that the contract was negotiated at arm's-length, and without the favored-nation provision it would not have executed the contract. Pure Oil also states that the pricing provisions were inserted in the contract to insure that it would receive the market value of the gas over the term of the contract and the proposed price is no more than the fair-market value of the gas and is just and reasonable.

On January 7, 1960, Robert Mosbacher, et al. and Robert Mosbacher (Operator), et al. submitted an Offer of Settlement of the issues raised by the

Pressure base—14.65 psia.
 Pressure base—15.025 psia.

¹This order does not provide for the consolidation for hearing or disposition of the separately docketed matters covered herein, nor should it be so construed.

filing on January 6, 1960, of two increased rates, which were designated as Supplement No. 1 to Robert Mosbacher (Operator), et al.'s FPC Gas Rate Schedule No. 15, and Supplement No. 13 to Robert Mosbacher, et al.'s FPC Gas Rate Schedule No. 5. The proposed changes in rates are suspended, hereinbelow, by order of the Commission.

Robert Mosbacher is making the subject rate change filings and Offer of Settlement for himself and the other parties of interest 2 covered by his Rate Schedule Nos. 5 and 15.

Robert Mosbacher, et al.'s FPC Gas Rate Schedule No. 5 consists of a fatification agreement dated May 17, 1954 of a basic contract dated December 1, 1946 between Magnolia Petroleum Company, et al., and Tennessee Gas Transmission Company (Tennessee Gas) and covers the sale of gas by Mosbacher, et al. from the North Chesterville Field, Colorado and Wharton Counties, Texas. Robert Mosbacher (Operator), et al.'s FPC Gas Rate Schedule No. 15 consists of a contract dated December 9, 1957 between Mosbacher, et al. and Tennessee Gas for the sale of gas from the Columbus Field, Colorado County, Texas. The currently effective rates under both rate schedules is 13.2782 cents per Mcf including applicable tax reimbursement. The proposed increased rates of 15.95016 cents per Mcf are based on the favorednation provision of Rate Schedule No. 5 and on the price redetermination provision of Rate Schedule No. 15.

In the Offer of Settlement, Robert Mosbacher, et al. and Robert Mosbacher (Operator), et al. state that if the proposed increased rates of 15.95016 cents per Mcf are accepted without suspension Robert Mosbacher, et al. would agree to delete the favored-nation clause from its FPC Gas Rate Schedule No. 5, and that Robert Mosbacher (Operator), et al. would agree to delete the favored-nation and price redetermination clauses from its FPC Gas Rate Schedule No. 15. In addition, the Offer of Settlement provides from 1.0 cents per Mcf escalations under both rate schedules to 16.95016, 17.95016 and 18.95016 cents per Mcf in 1964, 1969 and 1974, respectively.

Mosbacher, et al. and Robert Mosbacher (Operator), et al. state that the favored-nation and price redetermination provisions of the contracts were important elements of consideration required by the sellers for the long term commitment of their gas reserves, these provisions provided the sellers with a means of protection against inflation and the increased valuation of gas during the 20-year term of the contracts and were included in the contracts after arm's-length' negotiations. Mosbacher, et al. and Robert Mosbacher (Operator), et al. further state that the proposed rates of 15.95016 cent per Mcf are fair and reasonable and are below recently negotiated contract prices for gas produced in the same area.

The Commission finds;

- (1) The rates and charges contained in the above-designated supplements may be unjust, unreasonable, unduly discriminatory or preferential, or otherwise unlawful.
- (2) It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the rates and charges contained in the aforesaid supplements; and that such supplements be suspended and the use thereof deferred as hereinafter provided.
- (3) Acceptance of the Offer of Settlement by Robert Mosbacher, et al. and Robert Mosbacher (Operator), et al. is neither in the public interest nor appropriate in carrying out the provisions of the Natural Gas Act.

The Commission orders:

- (A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the several proposed changes in rates and charges contained in the above-designated supplements.
- (B) Pending hearing and decision thereon, each of the aforementioned supplements is suspended and the use thereof deferred until the date specified in the above-designated "Rate Suspended Until" column, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.
- (C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.
- (D) Interested State commissions may participate as provided by §§ 1.8 or 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)).
- (E) The Offer of Settlement filed with the Commission by Robert Mosbacher, et al. and Robert Mosbacher (Operator), et al. on January 7, 1960 is hereby rejected.

By the Commission (Commissioner Kline dissenting).

JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 60-1294; Filed, Feb. 9, 1960; 8:49 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 36]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OR PERMIT

FEBRUARY 5, 1960.

The following application is filed under the "grandfather" clause of section 7(c) of the Transportation Act

of 1958. The matter is governed by special rule § 1.243 published in the Fen-ERAL REGISTER issue of January 8, 1959. page 205, which provides, among other things, that this publication constitute the only notice to interested persons of filing that will be given; that appropriate protests to an application (consisting of an original and six copies each) must be filed with the Commission at Washington, D.C., within 30 days from the date of this publication in the FEDERAL REGIS-TER; that failure to so file seasonably will be construed as a waiver of opposition and participation in such proceeding, regardless of whether or not an oral hearing is held in the matter; and that a copy of the protest also shall be served upon applicant's representative (or applicant, if no practitioner representing him is named in the notice of filing).

No. MC 119458, filed December 10, 1958. Applicant: CHARLES D. SIM-MIONS, doing business as C. D. SIM-MIONS TRUCKING CO., 316 East Main Street, Thomasville, N.C. Grandfather authority sought under section 7 of the Transportation Act of 1958 to continue to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen fruits, frozen berries, frozen vegetables and bananas, from Miami, Fla., Charleston, S.C., and Savannah, Ga., to points along the Eastern Coast.

By the Commission.

[SEAL] HAROLD D. McCoy,

Secretary.

[F.R. Doc. 60-1295; Filed, Feb. 9, 1960; 8:49 a.m.]

[Notice 309]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 5, 1960.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209 and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time unless otherwise specified.

Applications Assigned for Oral Hearing or Pre-Hearing Conference

MOTOR CARRIERS OF PROPERTY

No. MC 263 (Sub No. 109), filed November 23, 1959. Applicant: GARRETT FREIGHTLINES, INC., a corporation, 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, P.O. Box 1554, Boise, Idaho. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Ferrophosphorus, in bulk from the plant of Monsanto Chemical Co. near Soda Springs, Idaho, to Geneva, Utah, from the plant of Monsanto Chemical Company near Soda Springs, Idaho, over U.S. Highway 30 North to junction

² The other parties are as follows:

Rate Schedule No. 5—W. T. Mendell and Bart L. Jones.

Rate Schedule No. 15—David B. Remick, W. L. K. Trotter, M. W. McAlexander, Jack Love, Scotch Oil Corporation and A. K. Watson.

with U.S. Highway 191 at McCammon, Idaho, thence over U.S. Highway 191 to Brigham City, Utah, thence over U.S. Highway 91 to Geneva, Utah, serving no intermediate or off-route points. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

HEARING: April 5, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Joint Board No. 258, or, if the Joint Board waives its right to participate, before Examiner Gerald F.

Colfer.

No. MC 263 (Sub No. 111), filed December 23, 1959. Applicant: GARRETT FREIGHTLINES, INC., 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, P.O. Box 1554, Boise, Idaho. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Classes A and B explosives, (1) between Grand Junction, Colo., and Denver, Colo.: from Grand Junction over U.S. Highway 6 to junction U.S. Highway 40 near Idaho Springs, Colo., and thence over U.S. Highway 40 to Denver, and return over the same route, serving the intermediate points of Rifle, Glenwood Springs and Eagle, Colo.; (2) between Denver, Colo., and Montpelier, Idaho: from Denver over U.S. Highway 87 to junction Colorado Highway 14, thence over Colorado Highway 14 to Ft. Collins, Colo., thence over U.S. Highway 287 to Rawlins, Wyo., thence over U.S. Highway 30 to junction U.S. Highway 30 North, near Little America, Wyo., and thence over U.S. Highway 30 North to Montpelier, and return over the same route, serving no intermediate points, as an alternate route only; (3) between Cortez, Colo., and Gallup, N. Mex.: from Cortez over U.S. Highway 666 to Gallup, and return over the same route, serving all intermediate points: (4) between Durango, Colo., and Albuquerque. N. Mex.: from Durango over U.S. Highway 550 to Aztec, N. Mex., thence over New Mexico Highway 44 to Bernalillo, N. Mex., and thence over U.S. Highway 85 to Albuquerque, and return over the same route, serving all intermediate points except those between Bernalillo and Albuquerque, N. Mex., including Bernalillo; (5) between Aztec, N. Mex., and Shiprock, N. Mex.: from Aztec over U.S. Highway 550 to Shiprock, and return over the same route, serving all intermediate points; (6) between Farmington, N. Mex., and Bloomfield, N. Mex.: from Farmington over New Mexico Highway 17 to Bloomfield, and return over the same route, serving all intermediate points; and (7) serving the point of Backus, Utah, near Salt Lake City, Utah, and the plant of the Intermountain Research & Engineering Co., Inc., located about ten (10) miles west of Lehi. Utah. near Utah Lake, as off-route points in connection with applicant's authorized regular route service from and to Salt Lake City over U.S. Highways 89, 91, and 40. Applicant is authorized to conduct operations in Colorado, New Mexico, Utah, Wyoming, Oregon, Nevada, California, Montana, Idaho, and Washington.

HEARING: April 4, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer.

No. MC 263 (Sub No. 112), filed December 23, 1959. Applicant: GARRETT FREIGHTLINES, INC., 2055 Pole Line Road, Pocatello, Idaho. Applicant's attorney: Maurice H. Greene, P.O. Box 1554. Boise, Idaho. Authority sought to operate as a common carrier, by motor vehicle over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, (1) between Montpelier, Idaho, and Cheyenne, Wyo.: from Montpelier over U.S. Highway 30 North to junction U.S. Highway 30, near Little America, Wyo., and thence over U.S. Highway 30 to Cheyenne, and return over the same route, (2) between Salt Lake City, Utah, and Cheyenne, Wyo.: from Salt Lake City over U.S. Highway 89, to junction U.S. Highway 30 South near Ogden, Utah, thence over U.S. Highway 30 South to junction U.S. Highway 30 near Little America, Wyo., and thence over U.S. Highway 30 to Cheyenne, and return over the same route, and (3) between Ogden, Utah, and Cheyenne, Wyo.: from Ogden over U.S. Highway 30 South to junction U.S. Highway 30 near Little America, Wyo., and thence over U.S. Highway 30 to Cheyenne, and return over the same route, serving no intermediate points on the above-described routes (1), (2), and (3) not presently authorized to be served. and service restricted at the point of Cheyenne, to interline of traffic with other motor carriers at that point on traffic originating at or destined to points east of the eastern boundaries of the States of Montana, Wyoming, and Colorado; and (4) between Ogden, Utah. and Denver, Colo.: from Ogden over U.S. Highway 30 south to junction U.S. Highway 30 near Little America, Wyo., thence over U.S. Highway 30 to Laramie, Wyo., thence over U.S. Highway 287 to Ft. Collins, Colo., thence over Colorado Highway 14 to junction U.S. Highway 87 near Ft. Collins, and thence over U.S. Highway 87 to Denver, and return over the same route serving no intermediate points, as an alternate route for operating convenience only; and (5) between Salt Lake City, Utah, and Denver, Colo.: from Salt Lake City over U.S. Highway 89 to junction U.S. Highway 30 South near Ogden, thence over U.S. Highway 30 South to junction U.S. Highway 30 near Little America, Wyo., thence over U.S. Highway 30 to Laramie, Wyo., thence over U.S. Highway 287 to Ft. Collins, Colo., thence over Colorado Highway 14 to junction U.S. 87 near Ft. Collins, and thence over U.S. Highway 87 to Denver, and return over the same route. serving no intermediate points as an alternate route for operating convenience only. Applicant is authorized to conduct operations in Washington, Idaho, Montana, California, Nevada, Oregon, Wyoming, Utah, New Mexico,

Note: Applicant states the authority sought under (1), (2), and (3) above is to

and Colorado.

use the point of Cheyenne, Wyo. for the purpose of interlining traffic with other motor carriers at that point as an alternate interline point to the point of Denver, Colo.; and that, in connection with alternate routes (4) and (5) above, applicant states it presently holds authority to use that portion of the foregoing alternate routes between the junctions of U.S. Highways 30 South and U.S. Highway 30 near Little America and Denver as part of an alternate route for operating convenience only between Montpelier, Idaho, and Denver, Colo. Applicant states no duplication of existing authority is sought.

HEARING: April 1, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer.

No. MC 531 (Sub No. 101), filed October 19, 1959. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, P.O. Box 14287, Houston, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415. Perry Brooks Building, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum oils, in bulk, in specialized equipment, from Good Hope, La. (not including the plant sites of Shell Oil Company and Shell Chemical Company at Norco, La.), to points-in Texas (except Baytown, Tex.), Alabama, Arkansas, Connecticut, Delaware, Florida, Kentucky, Illinois, Indiana, Iowa, Maryland, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Indiana, Iowa, Illinois, Kentucky, Louisiana, Mississippi, Maryland, Minnesota, Missouri, Nebraska, New Mexico. New York, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Utah, Virginia, West Virginia, and Wisconsin.

HEARING: April 4, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Texas, before Examiner Harold P. Boss.

No. MC 1872 (Sub No. 51), filed December 31, 1959. Applicant: ASH-WORTH TRANSFER, INC., 1526 South Sixth West, Salt Lake City 4, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid and dry commodities, in collapsible tanks or bins or the equivalent thereof, including but not limited to sealdbins and sealdtanks, between all points applicant is presently authorized to serve in the transportation of specified commodities, in the states of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Wyoming.

HEARING: March 31, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer,

No. MC 4405 (Sub No. 343), filed January 4, 1960. Applicant: DEALERS TRANSIT, INC., 12601 South Torrence Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, trans-

porting: Missile rocket launching trailers, in initial movements, in truckaway service, from Cheektowaga, N.Y., to Clearfield and Salt Lake City, Utah. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 28, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer.

No. MC 7228 (Sub No. 25), filed August 10, 1959. Applicant: HOME TRANS-FER & STORAGE CO., a Corporation, P.O. Box 1056, West Sacramento, Calif. Applicant's attorney: John M. Hickson, Failing Building, Portland, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Wood products · manufactured or produced by a shingle or shake mill including but not limited to shakes, shingles and trim, between points in Whatcom, Skagit, Snohomish, Clallam, Jefferson, Grays Harbor, Mason, Pacific, Wahkiakum, King, Thurston, Lewis, Cowlitz, Clark, Pierce, Skamania, Kitsap and San Juan Counties, Wash., those in Clatsop, Columbia, Multnomah, Hood River, Tillamook, Washington, Clackamas, Yamhill, Lincoln, Polk, Marion, Linn, Benton, Lane, Douglas, Coos, Curry, Josephine, and Jackson Counties, Oreg., and those in California, Nevada, and Arizona. Applicant is authorized to conduct operations in California, Oregon, and Washington.

Note: Applicant indicates that it will also transport exempt commodities.

HEARING: April 4, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Washington, before Examiner Richard H. Roberts.

No. MC 7555 (Sub No. 35), filed December 3, 1959. Applicant: TEXTILE MOTOR FREIGHT, INC., P.O. Box 7, Ellerbe, N.C. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Canned goods, from points in Onondaga, Ontario, Seneca, and Yates Counties, N.Y., to points in Georgia, Louisiana, Mississippi, and South Carolina (except Florence, Greenville, and Sumter, (2) Foodstuffs, except frozen S.C.). foods, from Milton (Northumberland County), Pa., to points in Mississippi. Empty containers or other such incidental facilities used in transporting the commodities specified in this application from the respective destination points specified above to the respective origins. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, Florida, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, and West Virginia.

HEARING: March 31, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 7746 (Sub No. 98), filed January 11, 1960. Applicant: UNITED TRUCK LINES, INC., East 915 Springfield Avenue, Spokane 2, Wash. Applicant's attorney: George R. LaBissoniere, 654 Central Building, Seattle 4, Wash. Authority sought to operate as a common

carrier, by motor vehicle, over irregular routes, transporting: Fertilizers and fertilizer compounds, liquid or dry, (1) between points in Montana, Idaho, Oregon, and that part of Washington on and east of U.S. Highway 97; and (2) between points in that part of Washington east of U.S. Highway 97, on the one hand, and, on the other, points in that part of Washington west of U.S. Highway 97.

HEARING: March 14, 1960, at the Davenport Hotel, Spokane, Wash., before Examiner Gerald F. Colfer.

No. MC 10341 (Sub No. 8), filed November 23, 1959. Applicant: C. B. CHRIS-TIAN, INC., a corporation, 412 Bradley Street, South Haven, Mich. Applicant's attorney: R. M. James, 332 West Lovell Street, Kalamazoo, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Uncrated piano keyboards, piano hardware, tuning pins, bearing bars and felt pads and pedals, from points in New York, New Jersey, and Connecticut to South Haven, Mich. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: Applicant states that the commodities to be picked up at suppliers plants in New York, New Jersey, and Connecticut, after unloading planos shipped by Everett Plano Company of South Haven, Mich., to Eastern cities in New York, New Jersey, and Connecticut.

HEARING: March 28, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 11592 (Sub No. 3), filed January 11, 1960. Applicant: E. E. HAU-GARTH, 1016 North 16th Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, Suite 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Washing and cleaning compounds, soap, soap powders and liquid soap, in containers, from Chicago, Ill., to Omaha, Nebr., and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return.

Note: Applicant states that it has been performing this identical service between the same points under his existing certificates for a number of years. There is pending, in MC-C-2437, a determination of whether his present authority is sufficient to enable applicant to continue this service, and in the event MC-C-2437 results in a satisfactory interpretation, applicant will request that no duplicating authority be issued.

HEARING: March 24, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 26396 (Sub No. 21), filed December 14, 1959. Applicant: STAR

TRANSFER COMPANY, a corporation. 1024 Second Ayenue North, Billings, Mont. Applicant's attorney: J. F. Meglen, 204-205 Behner Building, 2822 Third Avenue North, Billings, Mont. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Poles and posts including peeled, treated, partly treated, notched and drilled poles and posts, from points in Gallatin and Silver Bow Counties, Mont., to points in Nebraska. North Dakota, South Dakota, Utah, Wyoming, and points south of the 46th parallel in Idaho; roof decking, wooden beams, and glue laminated wooden beams, from points in Stillwater and Missoula Counties, Mont., to points in Idaho, Utah, Wyoming, Colorado, Nebraska, South Dakota, North Dakota, Minnesota, Iowa, Wisconsin, and points in Illinois on and north of U.S. Highway 24; lumber, from points in Meagher and Park Counties. Mont., to points in Wyoming, Colorado, Nebraska, South Dakota, North Dakota, Minnesota, Iowa, Wisconsin, and points in Illinois on and north of U.S. Highway 24; and contaminated or rejected shipments of the commodities specified in this application on return. Applicant is authorized to conduct operations in Montana and Wyoming.

HEARING: March 28, 1960, at the Commercial Club, Billings, Montana, before Examiner Richard H. Roberts.

No. MC 26396 (Sub No. 22), filed January 11, 1960. Applicant STAR TRANS-FER COMPANY, a corporation, 1024 Second Avenue North, P.O. Box 229, Billings, Mont. Applicant's attorney: J. F. Meglen, 204–205 Behner Building, 2822 Third Avenue North, Billings, Mont. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Dry fertilizer, in bulk, and in bags and packages, from ports of entry on the International Boundary line between the United States and Canada located in Montana and North Dakota, to points in Montana, points in North Dakota on and west of U.S. Highway 83, points in South Dakota west of the Missouri River, and those in Wyoming, and contaminated or rejected products on return, with all movements to be used in connection with applicant's present operating authorities; and (2) Salt, salt products, and salt compounds, from Williston, N. Dak., to points in Montana, and to points in Big Horn, Hot Springs, Johnson, Park, Sheridan, and Washakie Counties, Wyo., and contaminated or rejected products on return, with all movements to be used in connection with applicant's present operating authorities.

Note: Any duplication with present authority to be eliminated.

HEARING: March 31, 1960, at the Commercial Club, Billings, Montana, before Examiner Richard H. Roberts.

No. MC 29886 (Sub No. 164), filed January 27, 1960. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles M. Pieroni (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Air car vehicles, in

initial and secondary truckaway service, parts and accessories thereof, when moving at the same time with above-described vehicles, from South Bend, Ind., to points in the United States, including Alaska, and except Hawaii, and (2) Trailers, designed for the transportation of air car vehicles, in initial and secondary truckaway service, parts and accessories thereof, when moving at the same time with the above described vehicles, between South Bend, Ind., and points in the United States, including Alaska, and except Hawaii.

HEARING: March 7, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner

Allen W. Hagerty.
No. MC 30092 (Sub No. 10), filed July 24, 1959. Applicant: HERRETT TRUCKING COMPANY, INC., P.O. Box 539, Sunnyside, Wash. Applicant's attorney: George H. Hart, Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Salt, from points in Salt Lake and Tooele Counties, Utah to points in Washington east of the Cascade Mountains. Applicant is authorized to conduct operations in Washington, Oregon, California, and Idaho.

HEARING: April 6, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Examiner

Richard H. Roberts.

No. MC 30092 (Sub No. 11), filed November 25, 1959. Applicant: HERRETT TRUCKING COMPANY, INC., P.O. Box 539, Sunnyside, Wash. Applicant's attorney: George H. Hart, Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fish meal, dried ground fish and ground fish scrapes, from points in Washington to points in Oregon, Idaho, Utah, Montana, and California, and exempt commodities on return. Applicant is authorized to conduct operations in California, Idaho, Oregon, and Washington.

Note: Duplicating authority to be eliminated.

HEARING: April 7, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Richard H. Roberts.

No. MC 30837 (Sub No. 272), filed January 18, 1960. Applicant: KE-NOSHA AUTO TRANSPORT CORPO-RATION, 4519 76th Street, Kenosha, Wis. Applicant's attorney: Paul F. Sullivan, 1821 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Portable camp coaches (camp coach bodies designed for installation on pickup trucks), from El Monte, Calif., to points in the United States, including Alaska, and except those in Hawaii.

HEARING: April 18, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner

Richard H. Roberts.

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No. MC 35628 (Sub No. 229), filed December 18, 1959. Applicant: INTER-STATE MOTOR FREIGHT SYSTEM, a room 410 Southwest 10th Avenue, Port-

Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a common carrier, by motor vehicle, transporting: General commodities, except Classes A and B explosives, dangerous inflammables, household goods as defined by the Commission, and commodities in bulk, serving the plant site of Continental Gas Company near Three Rivers, Mich., as an intermediate point in connection with applicant's authorized regular route operations between junction U.S. Highways 112 and 131, near White Pigeon Mich., and Kalamazoo, Mich.

HEARING: April 1, 1960, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner

Karl Stecher.

No. MC 35628 (Sub No. 230), filed December 18, 1959. Applicant: INTER-STATE MOTOR FREIGHT SYSTEM, a Corporation, 134 Grandville SW., Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a common carrier, by motor vehicle, transporting: General commodities, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk. and those requiring special equipment, serving Mosherville, Mich., as an offroute point in connection with applicant's authorized regular route operations between Somerset Center and Sturgis, Mich., over U.S. Highway 112.

HEARING: April 1, 1960, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner

Karl Stecher.

No. MC 43038 (Sub No. 419), filed November 18, 1959. Applicant: COMMER-CIAL CARRIERS, INC., 3399 East Mc-Nichols Road, Detroit 12, Mich. Applicant's attorney: Louis E. Smith, 511 Fidelity Building, 111 Monumental Circle, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Motor vehicles (except trailers), in initial movements, by driveaway and truckaway, between points in Oregon, on the one hand, and, on the other, points in California, Colorado, Idaho, Montana, Nevada, Utah, Washington, and Wyoming. Applicant is authorized to conduct operations in Alabama, Colorado, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi. Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington. West Virginia, Wisconsin, and Wyoming.

Note: Applicant states the proposed operation shall be restricted to the transportation of traffic that has a prior movement by rail transported in trailers on flat-cars.

HEARING: April 15, 1960, at the Interstate Commerce Commission Hearing

Corporation, 134 Grandville SW., Grand land, Oreg., before Examiner Richard H. Roberts.

No. MC 43038 (Sub No. 426) filed February 1, 1960. Applicant: COMMER-CIAL CARRIERS, INC., 3399 EAST Mc-Nichols Road, Detroit 12, Mich. Applicant's attorney: Donald W. Smith, 511 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) Air. car vehicles, and parts and accessories thereof, in initial movements, by truckaway service, from South Bend, Ind., and points within five (5) miles thereof, to points in Arizona, California, Nevada, and Utah; and (b) trailers, designed for the transportation of air car vehicles when accompanying such air car vehicles, between South Bend, Ind., and points within five (5) miles thereof, on the one hand, and, on the other, points in Arizona, California, Nevada, and Utah.

HEARING: March 7, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, before Examiner Allen J. Hagerty.

No. MC 43552 (Sub No. 6), filed December 9, 1959. Applicant: UNION MOTOR LINE, INC., 2167 Stanley Terrace, Union, N.J. Applicant's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Coke, loose, in dump truck type vehicles, from the plant site of Koppers Company, Inc., Kearney, N.J., to points in Bucks, Carbon, Columbia, Lehigh, Luzerne, Lycoming, Monroe, Montgomery, Montour, Northampton, Northumberland, and Schuylkill Counties, Pa. Applicant is authorized to conduct operations in Pennsylvania, New York, and New Jersey.

HEARING: March 30, 1960, at 346 Broadway, New York, N.Y., before Ex-

aminer Lyle C. Farmer.

No. MC 47171 (Sub No. 80), filed February 4, 1960. Applicant: COOPER MO-TOR LINES, INC., Park Place, Greenville, S.C. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between points in Georgia, on the one hand, and on the other, Culpeper, Suffolk, Windsor, Norfolk, Madison Heights, Petersburg, Lester Manor, Richmond, Fredericksburg, Warrenton, Franklin, Lynchburg, Farmville, Smithfield, Danville, South Boston, Victoria, and Roanoke, Va., Washington, D.C., Baltimore and Cumberland, Md., Wilmington and Cheswold, Del., Philadelphia, Biglerville, and York, Pa., Camden and Trenton, N.J., New York, N.Y., and points in New Jersey and New York within 25 miles of New York, N.Y., via Greenville, S.C.

Note: Applicant states it is authorized to perform this operation via Graniteville or Charleston, S.C., and that the purpose of this application is to permit the operation via Greenville, S.C., as an alternative gateway.

HEARING: March 14, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Hugh M. Nicholson.

No. MC 52709 (Sub No. 94), filed January 14, 1960. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's representative: Eugene St. M. Hamilton, 3201 Ringsby Court. Denver 5. Colo. Authority sought to operate as a common carrier, by motor vehicle, transporting: General commodities, including government-owned compressed gas trailers loaded with compressed gas other than liquefied petroleum gas, or empty, but excluding commodities of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment. serving ballistic missiles testing and launching sites, and supply points therefor, located in Placer, Sutter, and Butte Counties, Calif., as intermediate and off-route points in connection with applicant's authorized regular route operations between Reno, Nev., and San Francisco, Calif., over U.S. Highway 40.

NOTE: Common control may be involved. .

HEARING: April 20, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 55811 (Sub No. 58), filed January 6, 1960. Applicant: CRAIG TRUCKING, INC., Albany, Ind. Applicant's attorney: Howell Ellis, Suite 1210–12 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs and food preparations and damaged or rejected shipments, between North Baltimore, Ohio, and Pittsburgh, McKees Rock, and McKeesport, Pa. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Pennsylvania, and West Virginia.

HEARING: March 17, 1960, at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time, if that time is observed), at the Hotel Meridian-Plaza, Indianapolis, Ind., before Examiner Karl Stecher.

No. MC 57770 (Sub No. 9), filed November 2, 1959. Applicant: DURRETT TRANSFER, INC., U.S. Highway 41, Springfield, Tenn. Applicant's attorney: A. O. Buck, 434 Stahlman Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving points in Muhlenberg County, Ky., east of U.S. Highway 431. and those in Ohio County, Ky., west of Kentucky Highway 369 and south of U.S. Highway 62, as off-route points in connection with applicant's authorized regular route between Russellville and Owensboro, Ky. Applicant is authorized to conduct operations in Kentucky, Tennessee, and Indiana.

HEARING: March 29, 1960, at the Kentucky Hotel, Louisville, Ky., before Joint Board No. 105, or, if the Joint Board waives its right to participate, before Examiner Victor C. Swearingen.

No. MC 59583 (Sub No. 88), filed January 22, 1960. Applicant: THE MASON & DIXON LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: Clifford E. Sanders, 321 East Center Street, Kingsport, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes. transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading, between Fogelsville, Pa., and the intersection of U.S. Highway 309 with Pennsylvania State Highway 443 near Tamaqua, over U.S. Highway 309 as an alternate route for operating convenience only, serving no intermediate points.

HEARING: March 11, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

No. MC 59583 (Sub No. 89), filed January 25, 1960. Applicant: THE MASON & DIXON LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: Clifford E. Sanders, 321 East Center Kingsport, Tenn. Authority Street, sought to operate as a common carrier, by motor vehicle, over regular routes. transporting: General commodities, except those of unusual value. Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading, between Kings Mountain, N.C., and Parksville, Tenn.: from Kings Mountain over U.S. Highway 29 to Greenville, S.C., thence over U.S. Highway 123 to Westminster, S.C., thence over U.S. Highway 76 to junction Georgia Highway 69, thence over Georgia Highway 69 to the Georgia-North Carolina State line, thence over North Carolina Highway 69 to Hayesville, N.C., and thence over U.S. Highway 64 to Parksville, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations.

Note: Applicant indicates it controls The Mason & Dixon Tank Lines, Inc., MC 61403 and sub number thereunder; therefore, common control may be involved.

HEARING: March 11, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

No. MC 59759 (Sub No. 14), filed January 12, 1960. Applicant: JONES TRUCKING CO., a Corporation, 500 West Edgar Road, Linden, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes,

transporting: (A) Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, (1) between Linden, N.J. and New York, N.Y., on the one hand, and, on the other, points in Washington County, R.I.; and (2) between New York, N.Y., on the one hand, and, on the other, points in Orange and Rockland Counties, N.Y. Restriction: The operations specified in (A) above to be performed under contract with Food Fair Stores, Inc. (B) Such merchandise as is distributed by a premium stamp redemption center in the redemption of trading stamps, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, from Linden, N.J., to points in Washington County, R.I. Returned shipments of the commodities specified immediately above in (B), premium stamp books with stamps affixed and tax monies, from points in Washington County, R.I., to Linden, N.J. Restriction: The operations specified in (B) above to be performed under contract with Merchants Green Trading Stamp Company.

HEARING: March 30, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 60229 (Sub No. 5), filed December 7, 1959. Applicant: FERACO, INC., 469 North American Street, Philadelphia. Applicant's representative: Jacob Pa. Polin, 314 Old Lancaster Road, Merion. Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Building materials, as described in Appendix VI to report in Descriptions in Motor Carrier Certificates, 61 MCC 209, from Wilmington, Del., to points in Connecticut, Maryland, New York, Pennsylvania, Virginia, and West Virginia, and empty containers or other such incidental facilities used in transporting building materials, and materials, supplies and equipment used or useful in the manufacture of building materials, on return. Applicant is authorized to conduct operations in New Jersey, Delaware, the District of Columbia, and Pennsylvania.

Note: Applicant states it is authorized to transport building and construction materials, and supplies (other than in liquid bulk, in tank vehicles), machinery and equipment, between points in New Jersey, Delaware, and the District of Columbia and that part of Pennsylvania and Maryland within 125 miles of Philadelphia, Pa., including Philadelphia.

HEARING: March 17, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Lyle C. Farmer.

No. MC 61403 (Sub No. 47), filed November 30, 1959. Applicant: THE MASON AND DIXON TANK LINES, INC., Wilcox Drive, Kingsport, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Dry commodities, in bulk, in tank, hopper, and special type vehicles, (1) from points in Giles County, Tenn., to points in Alabama and all points in Tennessee. (2)

From points in Montgomery County, ing: General commodities, including Tenn., to points in Kentucky and all points in Tennessee. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: March 23, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 284, or, if the Joint Board waives its right to participate, before Examiner Victor C.

Swearingen.

·No. MC 61403 (Sub No. 50), filed December 31, 1959. Applicant: MASON AND DIXON TANK LINES. INC., Wilcox Drive, Kingsport, Tenn. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid caustic potash, in bulk in tank vehicles, from Anniston, Ala., to points in Tennessee. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Ver-Virginia, West Virginia, and mont. Wisconsin.

HEARING: March 28, 1960, at the U.S. Court Rooms, Montgomery, Ala, before Joint Board No. 239.

No. MC 63417 (Sub No. 19), filed December 22, 1959. Applicant: BLUE RIDGE TRANSFER COMPANY, INC., Railroad Avenue, Galax, Va. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: New furniture, from Sumter, S.C., and points within 10 miles thereof to points in Florida. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, the District of Columbia, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

HEARING: March 23, 1960, at the U.S. Court Rooms, Columbia, S.C., before Joint Board No. 354.

No. MC 66562 (Sub No. 1568), (amended to include service to the off-route point of Nyack, N.Y.), filed October 5, 1959. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, 219 East 42d Street, New York 17, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transportClass A and B explosives, moving in express service, between New York, N.Y. and Haverstraw, N.Y., from New York City over New Jersey Highway 4 to junction New Jersey Highway 501, thence over New Jersey Highway 501 to Englewood, N.J., thence over New Jersey Highway 503 to junction New York Highway 303, thence over New York Highway 303 to junction U.S. Highway 9-W, thence over U.S. Highway 9-W to Haverstraw. and return over the same route, serving the intermediate points of Congers, Orangeburg and Tappan, N.Y., and West Norwood, Closter, Haworth, Ridgefield, Park, and Englewood, N.J. and the offroute point of Nyack, N.Y.

Note: The proposed service is an extension and may be used in connection with applicant's authorized regular route operations in MC 66562 and subs thereunder.

HEARING: March 4, 1960, at 346 Broadway, New York, N.Y., before Examiner Harold W. Angle.

No. MC 69365 (Sub No. 11), filed November 30, 1959. Applicant: CON-TRACT CARRIER SERVICE, INC., P.O. Box 3083, Eugene, Oreg. Applicant's attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland 1, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Laminated wood products, and prefabricated wooden timbers and trusses, from Tacoma and Bellingham, Wash., and points in Oregon, to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Wyoming, and those in Nebraska in and west of Sheridan, Garden and Deual Counties, Nebr. Applicant is authorized to conduct operations in Oregon, Washington, Idaho, California, Arizona, Colorado, Nevada, New Mexico, Texas, Utah, and Wyoming. HEARING: April 13, 1960, at the In-

terstate Commerce Commission hearing room, 410 Southwest 10th Avenue, Portland, Oreg., before Examiner Richard H.

Roberts.

No. MC 69492 (Sub No. 19), filed November 16, 1959. Applicant: HENRY EDWARDS, doing business as HENRY EDWARDS TRUCKING COMPANY, P.O. Box 97, Clinton, Ky. Applicant's attorney: Walter Harwood, Nashville Trust Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: Malt beverages, from Union City, Tenn., to Jackson, Tenn., from Union City over U.S. Highway 45-W to junction U.S. Highway 45 approximately six (6) miles southeast of Humboldt, Tenn., thence over U.S. Highway 45 to Jackson, and empty containers or other such incidental facilities used in transporting malt beverages on return, over the same route, serving no intermediate points. Applicant is authorized to conduct operations over regular routes in Illinois, Indiana, Kentucky, Missouri, and Tennessee, and over irregular routes in Illinois, Indiana, Kentucky, Missouri, Tennessee, Ohio, and Wisconsin.

HEARING: March 23, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 107,

or, if the Joint Board waives its right to participate, before Examiner Victor C. Swearingen.

No. MC 69752 (Sub No. 20), filed January 13, 1960. Applicant: ZUZICH TRUCK LINES, INC., 120 Kansas Avenue, Kansas City, Kans. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Cheese, from Marshfield, Portage, and Monroe, Wis., to Kansas City, Mo.-Kans., Saint Joseph and South Saint Joseph, Mo., Omaha and South Omaha, Nebr., and Sioux City, Iowa, and empty containers or other such incidental facilities (not specified) used in transporting Cheese on return.

Note: A proceeding has been instituted under section 212(c) in No. MC 69752 (Sub No. 16) to be determined whether applicant's status is that of a common or contract carrier. Applicant also has a pending common carrier (BOR 1) application under MC 118272. Dual authority under section 210 may be involved.

HEARING: March 25, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 78632 (Sub No. 109), filed November 23, 1959. Applicant: HOOVER MOTOR EXPRESS COMPANY, INC., Polk Avenue, P.O. Eox 450, Nashville, Tenn. Applicant's attorney: Walter Harwood, Nashville Trust Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Nashville, Tenn., and Chicago, Ill., from Nashville over U.S. Highway 41 to junction U.S. Highway 50 and Illinois Highway 33 at Vincennes, Ind., thence over Illinois Highway 33 to junction Illinois Highway 1, thence over Illinois Highway 1 to junction U.S. Highway 24 at Watseka, Ill., thence over U.S. Highway 24 to junction Illinois Highway 49, thence over Illinois Highway 49 to junction combined U.S. Highways 45 and 54 at Kankakee. Ill., thence over combined U.S. Highways 45 and 54 to Chicago, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Chicago, Ill., and Nashville, Tenn., via-Louisville, Ky. Applicant is authorized to conduct operations in Alabama, Georgia, Illinois, Indiana, Kentucky, Missouri, Ohio, and Tennessee.

HEARING: March 22, 1960, at the Dinkler-Andrew Jackson Hotel, Nash-ville, Tennessee, before Examiner Victor C. Swearingen.

No. MC 82861 (Sub No. 9), filed September 14, 1959. Applicant: BROOKS TRUCK LINE, INC., 609 14th Street SE., Puyallup, Wash. Applicant's represent-ative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. Authority

sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Slate or stone, rough quarried or crushed, between points in Washington, Oregon, Idaho, and Montana. Applicant is authorized to conduct operations in Idaho, Montana, Oregon, and Washington.

HEARING: April 8, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Exam-

iner Richard H. Roberts.

No. MC 82861 (Sub No. 10), filed September 14, 1959. Applicant: BROOKS TRUCK LINE, INC., 609 14th Street SE., Puyallup, Wash. Applicant's representative: Joseph O. Earp, 1912 Smith Tower, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Clay brick, clay tile, clay pipe, and clay flue lining, related materials and supplies incidental to the manufacture and use of these commodities from Denver, Colo., to points in Washington and Oregon, and lumber and empty container or other such incidental facilities (not specified) used in transporting the commodities specified in this application on return. Applicant is authorized to conduct operations in Idaho, Montana, Oregon, and Washington.

HEARING: April 4, 1960, at the Federal Office Building, First and Marion Streets, Seattle, Wash., before Examiner

Richard H. Roberts.

No. MC 83539 (Sub No. 59), Filed, January 14, 1960. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, P.O. Box Dallas, Tex. Applicant's 5976. torney: W. T. Brunson, 508 Leonhardt Building, Oklahoma City, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cast iron pressure pipe and fittings, and accessories therefor, from Council Bluffs, Iowa, to points in Arkansas, Colorado, Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming, and damaged, rejected or returned shipments of the above-specified commodities, on return.

HEARING: March 17, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner

Donald R. Sutherland.

No. MC 89693 (Sub No. 30), filed January 6, 1960. Applicant: J. D. Harms, J. D. Harms, J. D. HARMS, JR., AND GRETCHEN HARMS, doing business as HARMS PACIFIC TRANSPORT, 14410 State Highway 2, Bellevue, Wash. Applicant's attorney: George H. Hart, Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizers, fertilizer ingredients and fertilizer compounds, liquid, in tank vehicles from Pasco and Finley, Wash., and points within 5 miles thereof to points in Montana, points in Oregon west of Wasco, Jefferson, Deschutes, and Klamath Counties, and points in Idaho south of Idaho County.

HEARING: March 17, 1960, at the Davenport Hotel, Spokane, Wash., before Examiner Gerald F. Colfer.

No. MC 92273 (Sub No. 2), filed October 19, 1959. Applicant: JOE SAIA, 2630 Fifth Street, Sacramento, Calif. Applicant's attorney: James W. Winchell. Crocker-Angelo Bank Building, Sacramento 14, Calif. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Sacramento, Calif., and Reno, Nev., (1) from Sacramento over U.S. Highway 50 through Placerville, Myers, Stateline, Zepher Cove, to the junction Nevada Highway 28 near Glenbrook, thence over Nevada Highway 28 to the junction with U.S. Highway 40, thence over U.S. Highway 40 through Auburn, Donner Summit and Truckee to Reno, also over California Highway 89 (Truckee cut-off) to the junction California Highway 28 near Tahoe City, and over California Highway 28 through Tahoe Vista, Stateline, Crystal Bay, and to the junction with U.S. Highway 50 near Glenbróok, thence over Nevada Highway 28 to junction U.S. Highway 40. thence over U.S. Highway 40 to Reno, and return over the same route serving all intermediate points on U.S. Highway 40 between Auburn and Reno, and all intermediate points on U.S. Highway 50 between Placerville and Glenbrook, Tahoe City, Carnelian Bay, Tahoe Vista

and Crystal Bay.

HEARING: April 19, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 78, or, if the Joint Board waives its right to participate, before Examiner Bishord H. Beborts.

Richard H. Roberts.

No. MC 92500 (Sub No. 3), filed December 21, 1959. Applicant: SEA-BOARD TRANSPORTATION CO., a corporation, Antioch, Calif. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Materials, supplies and equipment incidental to, or used in the operation of paper mills and in the manufacture of pulpboard and fibreboard. and pulpboard and fibreboard articles, from Stockton, Calif., to Antioch, Calif.; and (2) pulpboard and fibreboard, and pulpboard and fibreboard articles, from Antioch, Calif., to Stockton, Calif. Applicant is authorized to conduct operations in California.

NOTE: Applicant states its President and sole stockholder is also President of Walter A. Junge, Inc., contract carrier, No. MC 115570 and sub numbers thereunder; therefore, common control may be involved. Applicant indicates the proposed contract carrier operations will be for the account of Fibreboard Paper Products Corporation.

HEARING: April 20, 1960, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 95212 (Sub No. 30), filed No-Virginia, Vember 27, 1959. Applicant: HELEN R. Columbia.

HENDERSON, doing business as H. R. HENDERSON, P.O. Box 327, Seneca, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a contract carrier, by motor vehicle. over irregular routes, transporting: Fertilizers, insecticides, pesticides, herbicides, and chemicals, to be used for agricultural purposes, from the sites of the Smith Douglass Company, Inc. plants located in Streator, Ill., Indianapolis, Ind., Saginaw and Holland, Mich., Albert Lea, Minn., and Columbus, Ohio, to points in Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin, and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities on return movements. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 16, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Donald R. Sutherland.

No. MC 59212 (Sub No. 31), filed January 4, 1960. Applicant: HELEN R. HENDERSON, doing business as H. R. HENDERSON, P.O. Box 327, Seneca, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Nitrocellulose, wet in drums and in containers, from Seneca, Ill., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, and Wisconsin, and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations throughout the United States

NOTE: Applicant states the proposed operations will be conducted under a continuing contract with E. I. Du Pont de Nemours.

HEARING: March 22, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 95540 (Sub No. 311) filed August 17, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from points in the Dallas-Ft. Worth, Tex., Commercial Zones to points in Alabama, Florida, Connecticut, Georgia, Mississippi, New Jersey, New York, North Carolina, Pennsylvania, and South Carolina. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Note: Common control may be involved.

HEARING: March 22, 1960, at the Baker Hotel, Dallas, Texas, before Examiner Harold P. Boss.

No. MC 95540 (Sub No. 318), filed November 13, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat by-products and articles distributed by meat packing houses, as described in Appendix 1 to the report in Descriptions in Motor Carrier Certifi-cates, 61 MCC 209, 272-273, from Houston, Tex., and points within 20 miles thereof to points in Pennsylvania, Virginia, New York, New Jersey, Massachusetts, Maryland, Delaware, and the District of Columbia. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Ne-braska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: April 11, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex., before Examiner Harold P. Boss.

No. MC 98404 (Sub No. 4), filed December 15, 1959. Applicant: JAMES C. COPE, doing business as COPE TRUCK-ING COMPANY, 35 Garfield Street, Asheville, N.C. Applicant's attorney: Francis W. McInerny, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) from Murphy, N.C., over U.S. Highway 64 to the North Carolina-Tennessee State line, and return, (2) from junction U.S. Highway 64 and North Carolina Highway 294, over North Carolina Highway 294, to Hiwassee Dam, N.C., and return, (3) from Ranger, N.C., over North Carolina Highway 60 to the North Carolina-Georgia State line, and return, (4) from Robbinsville, N.C., over unnumbered highway, to Stecoah, N.C., and return, (5) from Waynesville, N.C., over U.S. Highway 276 to Cruso, N.C., and return, (6) from Canton, N.C., over North Carolina Highway 110 to junction U.S. Highway 276, south of Canton, and return, (7) from Dellwood, N.C., over North Carolina Highway 284, to the North Carolina-Tennessee State line, and return, (8) from Lake Junaluska, N.C., over North Carolina Highway 209 to Hot Springs, N.C., and return, (9) from Asheville, N.C., over U.S. Highways 25-70, via Marshall and Hot Spring, N.C., to the North Carolina-Tennessee State line, and return, (10) from junction North Carolina Highway 213 and U.S. Highway 23, near Mars Hill, N.C., over

U.S. Highway 23, to the North Carolina-Tennessee State line, and return, (11) from junction U.S. Highway 23 and North Carolina Highway 197 over North Carolina Highway 197 to Barnardsville and Pensacola, N.C., and return, (12) from Celo, N.C., over North Carolina Highway 80 to junction North Carolina Highway 80 and U.S. Highway 70, and return, (13) from junction U.S. Highway 19 and North Carolina Highway 80 near Newdale, N.C., over North Carolina Highway 80 to junction North Carolina Highway 26, thence over North Carolina Highway 26 to the North Carolina-Tennessee State line, and return, (14) from Pineola, N.C., over U.S. Highway 221 to Marion, N.C., and return, (15) from Little Switzerland, N.C., over North Carolina Highways 26 and 26A to the intersection of U.S. Highway 221, and return, and (16) from Pineola, N.C., over North Carolina Highway 181 to Morganton, N.C., and return, serving all intermediate points on the above-described routes (1) through (16) inclusive.

Note: Applicant is authorized to conduct operations under the Second Proviso of section 206(a) (1) in No. MC 98404; applicant states he temporarily controls, under lease, the authority of R. Frank Buckner, MC 23993 Sub-1 (MC-F-6891).

HEARING: March 18, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 103.

No. MC 102401 (Sub No. 4), filed February 1, 1960. Applicant: TAYLOR HEAVY HAULING, INC., 20601 W. Ireland Road, South Bend, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4. Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Air car vehicles and parts and accessories thereof, when accompanying above-described vehicles, and empty containers or other such incidental facilities (not specified) used in transporting the above-mentioned commodities on return, between South Bend, Ind., and points within five (5) miles thereof, on the one hand, and, on the other, points in the United States, including Alaska. (2) Trailers, designed for the transportation of Air car vehicles when accompanying such air car vehicles, and empty containers or other such incidental facilities (not specified) used in transporting the above-mentioned commodities on return, between South Bend, Ind., on the one hand, and, on the other, points in the United States, including Alaska.

HEARING: March 7, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Allen W. Hagerty.

No. MC 103051 (Sub No. 89), filed December 14, 1959. Applicant: WALKER HAULING CO., INC., 624 Penn Avenue, NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 1424-35 C & S National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Animal oils, animal fats and animal oils blended with vegetable oils, in bulk, in tank ve-

hicles, from points in Jefferson County, Ala., to all points in Georgia. Applicant is authorized to conduct operations in Alabama, Georgia, Delaware, Florida, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, Tennessee, Texas, and Virginia.

HEARING: March 24, 1960, at the Georgia Public Service Comm., 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 157.

No. MC 103435 (Sub No. 87), filed November 23, 1959. Applicant: BUCK→ INGHAM FREIGHT LINES, a Corporation, 900 East Omaha, Rapid City, S. Dak. Applicant's attorney: Marion F. Jones, 526 Denham Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Classes A and B explosives, but except commodities of unusual value, household goods as defined by the Commission, and those which, because of size or weight, require the use of special equipment, (1) between Billings, Mont., and the Port of Entry on the boundary between the United States and Canada at or near Sweetgrass, Mont.; (a) from Billings over U.S. Highway 87 to Great Falls, Mont., and thence over U.S. Highway 91 to Sweetgrass at the Canadian border, and return over the same route, (b). from Billings over U.S. Highway 10 to junction Montana Highway 19, thence over Montana Highway 19 to junction U.S. Highway 87, thence over U.S. Highway 87 to Great Falls, and thence over U.S. Highway 91 to Sweetgrass at the Canadian border and return over the same route, and (c) from Billings over U.S. Highway 87 to junction Montana Highway 6, thence over Montana Highway 6 to junction Montana Highway 19, thence over Montana Highway 19 to junction U.S. Highway 87, thence over U.S. Highway 87 to Great Falls, and thence over U.S. Highway 91 to Sweetgrass, at the Canadian border, and return over the same route, serving no intermediate points on the above routes, and serving Billings as a point of joinder only; and (2) between Williston, N. Dak., and the Port of Entry on the boundary between the United States and Canada at or near Sweetgrass, Mont.: from Williston over U.S. Highway 2 to junction U.S. Highway 91. and thence over U.S. Highway 91 to Sweetgrass at the Canadian border, and return over the same route serving no intermediate points, and serving Williston as a point of joinder only. Applicant is authorized to conduct operations in Colorado, Iowa, Minnesota, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming.

NOTE: Applicant states the proposed transportation herein shall be further restricted against the transportation of interstate freight except that having origin or destination in the State of Alaska.

HEARING: March 30, 1960, at the Commercial Club, Billings, Montana, before Joint Board No. 84, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 103880 (Sub No. 198), filed December 3, 1959. Applicant: PRODUC-ERS TRANSPORT, INC., 224 Buffalo

attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: Trichlorosilane, in bulk, in shipper-owned semi-trailer equipment, from Midland, Mich., to Dallas, Tex., and empty shipper-owned trailer equipment on return movements. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: March 23, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 103880 (Sub No. 200), filed January 7, 1960. Applicant: PRODUC-ERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, (1) from Carson City, Mich., and points within five (5) miles thereof, to points in Illinois and Indiana; and (2) from Crossville, Ill., and points within five (5) miles thereof, to points in Iowa. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisie ana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: March 23, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 104004 (Sub No. 143), filed August 24, 1959. Applicant: ASSOCI-ATED TRANSFORT, INC., 380 Madison Avenue, New York 17, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular route, transporting: General commodities, except those of unusual value. Class A and B explosives, household goods as defined by the Commission, commodities in bulk, livestock, and commodities requiring special equipment, between Fayetteville, N.C., and Delco, N.C., from Fayetteville over North Carolina Highway 87 to Delco at the junction of U.S. Highways 74-76, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Connecticut, Delaware, Georgia, Maryland, Massachusetts, New Jersey, New York, North Caro-

Street, New Buffalo, Mich. Applicant's South Carolina, Tennessee, Virginia, and the District of Columbia. Farmer City, Ill. Applicant's attorney: Mack Stephenson. 208 East Adams

HEARING: March 21, 1960, at the U.S. Court Rooms, Uptown Post Office Building Raleigh, N.C., before Joint Board No. 103.

No. MC 105269 (Sub No. 29), filed October 5, 1959. Applicant: GRAFF TRUCKING COMPANY, INC., 2110 Lake Street, Kalamazoo, Mich. Applicant's attorney: Kit F. Clardy, Olds Tower, Lansing, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lubricating oils and grease, in cans and drums, from Bradford, Pa., to Battle Creek, Jackson, Hillsdale, Lansing, Grand Rapids, and Elk Rapids, Mich., Toledo, Ohio, and South Bend, Ind., and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in Michigan, Kentucky, Missouri, Iowa, Illinois, Indiana, and Ohio.

HEARING: March 31, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 105733 (Sub No. 23), filed December 28, 1959. Applicant: H. R. RITTER TRUCKING CO., INC., Route 17, Paramus, N.J. Applicant's attorneys: Casey, Lane, and Mittendorf, 26 Broadway, New York 4, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquefied petroleum gases, in bulk, from Everett, Mass., to points in Connecticut, Maine, New Hampshire, Rhode Island, and Vermont. Applicant is authorized to conduct operations in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont.

HEARING: March 29, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 107107 (Sub No. 132), filed September 24, 1959. Applicant: ALTER-MAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., 52 Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Food sauces and dressings, from Muskegon, Mich., to points in Florida, Georgia, and Alabama. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: March 30, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

ware, Georgia, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, FAB TRANSIT CO., a Corporation,

Farmer City, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Doors, including accessories, supplies and fixtures when shipped with said doors, from Hartford City, Ind., to points in the United States, including Alaska. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 15, 1960, at 9:30 o'clock a.m. United States standard time, (or 9:30 o'clock a.m. local daylight saving time, if that time is observed), at the Hotel Meridian-Plaza, Indianapolis, Ind., before Examiner Karl Stecher.

No. MC 107544 (Sub No. 31), filed December 10, 1959. Applicant: LEMMON TRANSPORT COMPANY, INC., P.O. Box 580, Marion, Va. Applicant's attorney: Wilmer A. Hill, Transportation Building, Suite 216, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum products, in bulk, in tank vehicles, from points in Hamilton County, Tenn., to points in that part of North Carolina, on and west of a line extending from the Virginia-North Carolina State line along U.S. Highway 220 through Madison, N.C., to Greensboro, N.C., thence along U.S. Highway 29 through High Point. N.C., to Charlotte, N.C., and thence along U.S. Highway 21 through Pineville, N.C., to the North Carolina-South Carolina State line. Applicant is authorized to conduct operations in Tennessee, North Carolina, Virginia, and West Virginia.

NOTE: Applicant holds contract authority in MC 113959, dual authority may be involved.

HEARING: March 15, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 8.

No. MC 107544 (Sub No. 33), filed December 29, 1959. Applicant: LEMMON TRANSPORT COMPANY, INC., P.O. Box 580, Marion, Va. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) Fly ash, in bulk, in hopper type vehicles; from Dan River Power Plant of Duke Power Company, in Rockingham County, N.C., and Rocky Mount and Gretna, Va., to Smith Mountain Dam Project in Bedford and Pittsylvania Counties, Va. (b) Portland cement in bulk, in hopper type vehicles, from Rocky Mount, Va., to Smith Mountain Dam Project in Bedford and Pittsylvania Counties, Va. Applicant is authorized to conduct operations in Tennessee. North Carolina, Virginia, and West Virginia.

Note: Applicant holds contract authority in MC 113959, dual authority may be involved

HEARING: March 14, 1960; at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 7.

No. MC 108375 (Sub No. 5), filed January 6, 1960. Applicant: LeROY L. WADE & SON, INC., 1615 Izard Street,

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Omaha, Nebr. Applicant's attorney: Donald L. Stern, 924 City Nat'l Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cast iron pressure pipe and fittings, and accessories therefor, from Council Bluffs, Iowa, to points in Arkansas, Colorado, Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming, and returned, damaged and rejected shipments of the above-described commodities, on return. Applicant is authorized to conduct operations as a common carrier in Nebraska, Iowa, Missouri, Kansas, South Dakota, Illinois, Arkansas, Indiana, Kentucky, Michigan, New Mexico, North Dakota, Ohio, Oklahoma, Tennessee, Texas, Wisconsin, and Montana.

Note: Applicant is also authorized to conduct contract carrier operations under Permit No. MC 226; therefore, dual operations may be involved. A proceeding has been instituted under section 212(c), in No. MC 226 Sub 2, to determine whether applicant's status is that of a contract or common carrier.

HEARING: March 17, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Donald R. Sutherland.

No. MC 108678 (Sub No. 42), filed December 28, 1959. Applicant: LIQUID TRANSPORT CORP., 3901 Madison Avenue, Indianapolis 27, Ind. Applicant's attorney: William J. Guenther, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Edible and inedible oils, lard, greases and tallow, in bulk, in tank vehicles, from Columbus, Ohio, to points in Michigan, New York, Pennsylvania, Delaware, New Jersey, and Maryland. Applicant is authorized to conduct operations in California, Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, West Virginia, and Wisconsin.

Note: A proceeding has been instituted under section 212(c) to determine whether applicant's status is that of a contract or common carrier in No. MC 108678 (Sub No. 21).

HEARING: March 18, 1960, at 9:30 o'clock a.m. United States standard time (or 9:30 o'clock a.m. local daylight saving time, if that time is observed), at the Hotel Meridian-Plaza, Indianapolis, Ind., before Examiner Karl Stecher.

No. MC 109124 (Sub No. 6), filed December 21, 1959. Applicant: SENTLE TRUCKING CORP., 610 Alexis Road, Toledo, Ohio. Applicant's attorney: Noel F. George, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement pipe with asbestos fibre, from Waukegan, Ill., to points in Ohio, points in Illinois within 60 miles of Chicago, Ill., including Chicago, points in that part of Indiana north of a line beginning at the Ohio-Indiana State

line and extending along Indiana Highway 46 to Terre Haute, Ind., thence west to the Indiana-Illinois State line, points in that part of New York west of a line beginning at Lake Ontario and extending in a southerly direction, through Webster and Greenwood, N.Y., to the Pennsylvania-New York State line, those in that part of Pennsylvania west of U.S. Highway 219, those in that part of West Virginia bounded by a line beginning at the Ohio River and extending along U.S. Highway 50 to Parkersburg, W. Va., thence along U.S. Highway 21 to Charleston, W. Va., thence along U.S. Highway 60 to Huntington, W. Va., and thence along the Ohio River to point of beginning, those in that part of West Virginia north of US. Highway 50, and those in the Lower Peninsula of Michigan, including points on the indicated portions of the highways specified. Applicant is authorized to conduct operations in Pennsylvania, Ohio, Illinois, Michigan, Indiana, Kentucky, West Virginia, and New York.

HEARING: March 22, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 109541 (Sub No. 1), filed January 14, 1960. Applicant: C AND H TRUCKING COMPANY, INC., Claypool, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Theater, auditorium and stadium seating, and materials and supplies used in the erection and installation of such seating when shipped with the same, from North Manchester, Ind., to points in the United States, including Alaska.

HEARING: March 16, 1960, at 9:30 o'clock a.m. United States standard time (or 9:30 o'clock a.m. local daylight saving time, if that time is observed), at the Hotel Meridian-Plaza, Indianapolis, Ind., before Examiner Karl Stecher.

No. MC 109558 (Sub No. 4), filed January 18, 1960. Applicant: SOPHIA LANE AND HATTIE KAPLAN, doing business as STATE FILM SERVICE, 630 Ninth Avenue, New York 36, N.Y. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Motion picture film, accessories, and advertising customarily used in connection with the exhibition of motion picture film, and newspapers and magazines, (1) between points in Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Sussex, Union, and Warren Counties, N.J., and (2) from New York, N.Y., to points in Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Sussex, Union, and Warren Counties, N.J.

HEARING: March 25, 1960, at 346 Broadway, New York, New York before Examiner Lyle C. Farmer.

No. MC 109637 (Sub No. 140), filed November 25, 1959. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville 11, Ky. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, from Old Shawneetown, Ill., to points in Indiana, Kentucky, Tennessee, Virginia, and West Virginia. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, New York, North Carolina, Ohio, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

Note: Any duplication with present authority to be eliminated. Common control may be involved.

HEARING: March 30, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 109637 (Sub No. 142), filed December 21, 1959. Applicant: SOUTH-ERN TANK LINES, INC., 4107 Bells Lane, Louisville 11, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes. transporting: Petroleum and Petroleum products, in bulk, in tank vehicles, from Louisville, Ky. to points in Virginia. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, New York, North Carolina, Ohio, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: March 30, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

Examiner Victor C. Swearingen.
No. MC 109637 (Sub No. 143), filed January 7, 1960. Applicant: SOUTH-ERN TANK LINES, INC., 4107 Bells Lane, Louisville 11, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Whiskey, in bulk, in tank vehicles, from points in Kentucky, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Maryland, Massachusetts, New York, Ohio, Pennsylvania, and Tennessee.

HEARING: March 31, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 109689 (Sub No. 102), filed December 7, 1959. Applicant: W. S. HATCH CO., a Corporation, 643 South 800 West, Woods Cross, Utah. Applicant's attorney: Mark K. Boyle, 345 South State Street, Salt Lake City 1, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Fertilizer and fertilizer solutions, and ingredients used in the manufacture thereof, both liquid and dry, in bulk, from points in Idaho to points in Utah, Oregon, Washington, and Idaho; (2) dry fertilizers and dry ingredients used in the manufacture thereof, in bulk, from points in Idaho to points in California; and (3) rejected or contaminated shipments of the above-specified commodities, on return. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

Note: Applicant states it seeks no duplicating authority.

HEARING: April 5, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer.

No. MC 109873 (Sub No. 12), filed December 10, 1959. Applicant: EXPRESS-WAYS, INC., 1023 South Wayne Street, P.O. Box 210, Angola, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) Between junction U.S. Highway 112 and Michigan Highway 60 near Niles, Mich., and junction U.S. Highways 112 and 27 at Coldwater, Mich., over U.S. Highway 112, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations; and (2) Between junction U.S. Highways 112 and 223 near Somerset Center, Mich., and junction U.S. Highway 112 and Michigan Highway 17 near Ypsilanti, Mich., over U.S. Highway 112, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Illinois, Indiana, and Michigan.

HEARING: April 1, 1960, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner Karl Stecher.

No. MC 110698 (Sub No. 130), filed November 4, 1959. Applicant: RYDER TANK LINE, INC., P.O. Box 457, Winston Road, Greensboro, N.C. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Latex, in bulk, in tank vehicles, from Baton Rouge, La., to Chattanooga, Tenn., and Hazelwood. N.C. Applicant is authorized to conduct operations in Alabama, Arkansas, Delaware, Florida, Georgia, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia.

HEARING: March 21, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Victor C. Swearingen

No. MC 110698 (Sub No. 134), filed January 4, 1960. Applicant: RYDER TANK LINES, INC., P.O. Box 457, Greensboro, N.C. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) Fly ash, in bulk, in hopper type vehicles, from Dan River Power Plant of Duke Power Company in Rockingham County, N.C., and from Rockymount and Gretna, Va., to Smith Mountain Dam Project located in Bedford and Pittsylvania Counties, Va., (b) portland cement, in bulk, in hopper type

vehicles, from Rockymount, Va., to Smith Mountain Dam Project located in Bedford and Pittsylvania Counties, Va. Applicant is authorized to conduct operations in Alabama, Arkansas, Delaware, District of Columbia, Florida, Georgia, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia.

HEARING: March 14, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board 7.

No. MC 110733 (Sub No. 12), filed December 3, 1959. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Urea, from Memphis, Tenn., to points in New York. New Jersey, Maryland, Delaware, Virginia, West Virginia, Pennsylvania, Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, and Iowa, and empty containers or other such incidental facilities (not specified) used in transporting Urea on return movements. Applicant is authorized to conduct operations in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

Note: A proceeding has been instituted in No. MC 110733 (Sub No. 6) under section 212(c) to determine whether applicant's status is that of a common or contract carrier.

HEARING: March 16, 1960, at the Claridge Hotel, Memphis, Tennessee, before Examiner Victor C. Swearingen.

No. MC 110733 (Sub No. 13), filed December 18, 1959. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes. transporting: Paper, paper products and related articles, from Crossett, Ark., to points in Texas, Oklahoma, Kansas, Missouri, Iowa, Illinois, Wisconsin, Minnesota, Nebraska, Kentucky, North Carolina, South Carolina, Georgia, and Florida, and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

Note: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of contract or common carrier in No. MC 110733 Sub No. 6.

HEARING: March 18, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Victor C. Swearingen.

No. MC 110733 (Sub No. 14), filed January 13, 1960. Applicant: ACE FREIGHT LINE, INC., 459 East Mallory Avenue, Memphis, Tenn. Authority sought to operate as a contract carrier, by motor vehicle over irregular routes, transporting: Agricultural chemicals, including insecticides and weed killing compounds, from Memphis, Tenn., to Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, and Texas, and empty containers or other such incidental facilities used in transporting the

comodities specified in this application on return.

HEARING: March 16, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Victor C. Swearingen.

No. MC 111401 (Sub No. 111), filed August 14, 1959. Applicant: GROEN-DYKE TRANSPORT, INC., 2204 North Grand, Enid, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, from points in Texas to points in Arizona, Nevada, Utah and Wyoming, and rejected shipments on return. Applicant is authorized to conduct operations in Arizona, Arkansas, California, Colorado, Iowa, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee, Texas, Utah, and Wyoming.

HEARING: April 1, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Texas, before Examiner Harold P. Boss.

No. MC 114019 (Sub No. 34), filed December 18, 1959. Applicant: THE EMERY TRANSPORTATION CO., a Corporation, 2000 South Pulaski Road, Chicago 29, Ill. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: 1. Glass containers, covers, caps and accessories for glass containers, and paper cartons, (a) From Alton, Ill., to points in Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado and Kansas, (b) from Streator, Ill., to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado, Kansas, and Tennessee, (c) from Charleston, W. Va., to points in Wisconsin. 2. Glass containers, covers, caps and accessories for glass containers, paper cartons and plastic articles, from Gas City, Ind., to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado, Kansas, Tennessee, and Wisconsin. 3. Used pallets and skids, from the destination points described above in 1 (a), (b), and (c) and 2 to the points of origin.

Note: Applicant holds contract carrier authority in Permit No. MC 9685 and sub numbers thereunder. Dual operations under section 210, may be involved. A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier in No. MC 9685 (Sub No. 58).

HEARING: March 14, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Donald R. Sutherland.

No. MC 111472 (Sub No. 64) filed November 16, 1959. Applicant: DIA-MOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Tractors, with or without attachments, except tractors designed primarily for the transportation of property over the highways, from Mus-

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kegon, Mich. to points in the United States and *rejected shipments* of the above-specified commodities, on return. Applicant is authorized to conduct operations throughout the United States except the District of Columbia and Alaska.

NOTE: A proceeding has been instituted under section 212(c) to determine whether applicant's status is that of a common or contract carrier, assigned docket No. MC 111472 (Sub No. 53).

HEARING: March 15, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Donald R. Sutherland.

No. MC 111613 (Sub No. 2), filed November 30, 1959. Applicant: JAMES M. POTEAT, doing business as POTEAT TRUCKING CO., Box 146, Jonesboro, Tenn. Applicant's attorney: J. Frank Bryant, First Peoples Bank Building, P.O. Box 1062, Johnson City, Tenn. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Beer, in containers, and empty beer containers, between Johnson City, Tenn., and Milwaukee, Wis. Applicant is authorized to conduct operations in Kentucky, Ohio, Tennessee, and Virginia.

HEARING: March 15, 1960, at the U.S. Court Rooms, Knoxville, Tennessee, before Examiner Victor C. Swearingen.

No. MC 111622 (Sub No. 5), filed December 21, 1959. Applicant: GASOLINE TRANSPORT, INC., 624 Penn Avenue NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 1424–35 C & S National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, from points in Knox County, Tenn., to points in Fannin County, Ga. Applicant is authorized to conduct operations in Georgia, South Carolina, and Tennessee.

HEARING: March 24, 1960, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 352.

No. MC 111785 (Sub No. 8), filed January 25, 1960. Applicant: FRED C. BURNS, doing business as BURNS MO-TOR FREIGHT, 1005 Third Avenue, Marlinton, W. Va. Applicant's attorney: Donald E. Cross, Munsey Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) fertilizer, in bags, and in bulk in dump vehicles, from Baltimore, Md., and Alexandria, Va., to points in Brax-Greenbrier, Fayette, Monroe, Nicholas, Pocahontas, Raleigh, Ran-dolph, and Webster Counties, W. Va.; (2) lumber, from points in Braxton, Clay, Pendleton, Pocahontas, Preston, Randolph, Tucker and Webster Counties, W. Va., to points in North Carolina, Virginia, and Tennessee; (3) sole leather, from points in Pocahontas County, W. Va., to Nashville, Tenn.; and (4) posts and rails, from points in Pocahontas County, W. Va., to points in Maryland, New Jersey, New York, Pennsylvania, and Virginia.

HEARING: March 16, 1960, at the Offices of the Interstate Commerce Com-

mission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 111981 (Sub No. 5), filed January 13, 1960. Applicant: ROBIDEAU'S EXPRESS, INC., 460 East Oregon Avenue, Philadelphia 48, Pa. Applicant's representative: Charles H. Trayford, 155 East 40th Street, New York 16, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen cooked vegetables, from Delaware, Maryland, New Jersey, New York, Pennsylvania, and Virginia to Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, and Pennsylvania, and returned, rejected or damaged shipments, and empty shipping containers on return.

HEARING: March 18, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Lyle C. Farmer.

No. MC 112020 (Sub No. 81), filed October 12, 1959. Applicant: COM-MERCIAL OIL TRANSPORT, a Corporation, 1030 Stayton Street, Fort Worth. Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular, routes, transporting: (1) Chemicals, except muriatic and sulphuric acids and petro chemicals; (2) paint and paint materials, in bulk, in specialized equipment, from Fort Worth, Tex., to points in Oklahoma, except Tulsa, Louisiana, and Mississippi. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: March 28, 1960, at the Baker Hotel, Dallas, Tex., before Examiner Harold P. Boss.

No. MC 112020 (Sub No. 83), filed October 15, 1959. Applicant: COMMER-CIAL OIL TRANSPORT, a Corporation, 1030 Stayton Street, Fort Worth, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Chemicals. except muriatic and sulphuric acids and petro chemicals, and (2) paint and paint materials, in bulk, in specialized equipment, from Fort Worth, Tex., to Tulsa, Okla., and points in Arkansas, Georgia, Ohio, Florida, Indiana, Illinois, Wisconsin and Alabama. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: March 28, 1960, at the Baker Hotel, Dallas, Tex., before Examiner Harold P. Boss.

No. MC 112135 (Sub No. 1), filed December 24, 1959. Applicant: SMOKY MOUNTAIN RAILROAD (J. E. Temple, Receiver), 941 North Meridian Street, Indianapolis 6, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including commodities moving in express service, and except Class A and B explosives, commodities in bulk, and those requiring special equipment, (1) between Knoxville, Tenn., and Sevierville, Tenn., over U.S. Highway 441, and (2) between Sevierville, Tenn., and Gatlinburg, Tenn., over U.S. Highway 441, serving all intermediate points, and off-route points located on the line of the Smoky Mountain Railroad, and Cherokee Textile Mills, P.O. Sevierville, Tenn., on U.S. Highway 411, approximately one and one-half (1½) miles from Sevierville P.O., east of Sevierville.

Note: Applicant states it is a common carrier railroad operating between Knoxville and Sevierville, Tenn.; that its proposed motor service will be utilized to supplement existing rail service when traffic and other considerations make motor carrier service more practicable and economical; and that it further proposes to extend its motor service between Sevierville and Gatlinburg, Tenn.

HEARING: March 15, 1960, at the U.S. Court Rooms, Knoxville, Tenn., before Joint Board No. 107, or, if the Joint Board waives its right to participate, before Examiner Victor C. Swearingen.

No. MC 112617 (Sub No. 59), filed August 27, 1959. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Joseph J. Leary, McClure Building, Frankfort, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid caustic potash, in bulk, in tank vehicles, from points in Marshall County, Ky., to Mt. Pleasant, Tex., and West Tulsa, Okla., and rejected shipments on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: March 25, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 112617 (Sub No. 63), filed January 20, 1960. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 5135, Cherokee Station, Louisville, Ky. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Whiskey, in bulk, in tank vehicles, between points in Kentucky, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Maryland, Massachusetts, New York, Ohio, Pennsylvania, and Tennessee, and rejected shipments of the above-mentioned commodity on return.

HEARING: March 31, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 112762 (Sub No. 5), filed December 23, 1959. Applicant: P. W. MIN-TER, doing business as MINTER PAS-SENGER SERVICE, Boone Road, Leaksville. N.C. Applicant's representative: Thaxton Richardson, P.O. Box 612, Greensboro, N.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, between Leaksville, N.C., and the site of the E. I. Dupont de Nemours & Company plant near Martinsville, Va., (1) from Leaksville over North Carolina Highway 770 to junction U.S. Highway 220 at Stoneville, N.C., thence over U.S. Highway 220 to the site of the E. I. Dupont de Nemours & Company plant, located approximately 1.5 miles south of Martinsville; and (2) from Leaksville over unnumbered highway to Price, N.C., thence over U.S. Highway 220 to the site of the E. I. Dupont de Nemours & Company plant, located approximately 1.5 miles south of Martinsville, and return over the above routes, serving all intermediate points on the abovenumbered highways between Leaksville. N.C., and the North Carolina Virginia State line, and the off-route points in North Carolina within one (1) mile of each of said highways.

Note: Applicant is authorized to transport passengers, in special operations, over irregular routes, between Leaksville and Spray, N.C., and points within three miles of each, on the one hand, and, on the other, the above-described destination point. Any duplication with present authority to be eliminated.

HEARING: March 16, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board No. 7.

No. MC 113434 (Sub No. 6), filed November 9, 1959. Applicant: GRA-BELL TRUCK LINE, INC., 697 Lincoln Avenue, P.O. Box 511, Holland, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Vinegar and fruit juice concentrate, in bulk, from points in Michigan to points in Indiana and Illinois, (2) Vinegar, in bulk, from Holland, Mich., to Hartford, Conn., and Somerville and Cambridge, Mass., and (3) Denatured Alcohol, in bulk, from Philadelphia, Pa., to Holland, Mich. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, York, Ohio, Pennsylvania, West Virginia, and Wisconsin.

HEARING: March 30, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 113533 (Sub No. 29), filed December 24, 1959. Applicant: WARREN P. KURTZ, doing business as LAKE REFRIGERATED SERVICE, 567 North Broad Avenue, Ridgefield, N.J. Applicant's attorney: Wilhelmina-Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products and meat by-products, from points in the New York, N.Y., Com-

mercial Zone, Newark, N.J., points in the Philadelphia, Pa. Commercial Zone, Chester, Pa., and Wilmington, Del., to points in Ohio, Indiana, Illinois, Michigan, Missouri, Wisconsin, Minnesota, Iowa, Kansas, Nebraska, North Dakota, South Dakota, Colorado, Oklahoma, and Louisville, Ky., and rejected and damaged shipments of the above-described commodities, on return. Applicant is authorized to conduct operations in New York, Ohio, Michigan, Pennsylvania, Connecticut, Rhode Island, Massachusetts, New Jersey, New Hampshire, Illinois, Indiana, Maryland, Kentucky, Wisconsin, Iowa, Minnesota, Kansas, Missouri, Maine, and Vermont.

HEARING: March 21, 1960, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 113779 (Sub No. 108), filed December 7, 1959. Applicant: YORK IN-TERSTATE TRUCKING, INC., 9020 LaPorte, Expressway, P.O. Box 12385, Houston 17, Tex. Applicant's attorney: R. D. Woodall, P.O. Box 12385, Houston 17, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum products, in bulk, in tank vehicles, between points in Harris and Galveston Counties, Texas. RESTRICTION: The above authority shall not be tacked or joined with any of the applicant's existing authority for the purpose of performing a through service. The applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

HEARING: April 7, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Harold P. Boss.

No. MC 113861 (Sub No. 20), filed December 22, 1959. Applicant: W. H. WOOTEN AND J. H. PARKER, doing business as W. H. WOOTEN TRANS-PORTS: 153 Gaston Avenue, P.O. Box 10216, Memphis 6, Tenn. Applicant's attorney: Louis I. Dailey, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, as defined in Appendix XIII to Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, Pgs. 294-296, including liquefled petroleum gases, in bulk, in tank vehicles, from West Memphis, Ark., and points in Arkansas within ten (10) miles thereof, except the site of the pipeline terminal of the Oklahoma-Mississippi River Products Line, Inc., at or near West Memphis, Ark., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Nebraska, North Caro-

lina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin (points within 500 air-miles of West Memphis, Ark.), and refused or contaminated shipments of the above-specified commodities on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Mississippi, Missouri, and Tennessee.

Note: Duplication with present authority to be eliminated.

HEARING: March 17, 1960, at the Claridge Hotel, Memphis, Tenn., before Examiner Victor C. Swearingen.

No. MC 113950 (Sub No. 4), filed January 12, 1960. Applicant: SAMUEL COHEN AND HERBERT PEETZ, doing business as NATIONAL TRUCKING CO., A PARTNERSHIP, 215 North Ninth Street, Brooklyn, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Motor cycles and scooters, and bodies, frames, motors and parts thereof, transported in the same vehicle and at the same time as the motor cycles and scooters, between points in the New York, N.Y., Commercial zone as defined by the Commission, on the one hand, and, on the other, Teterboro, N.J.

NOTE: Applicant states that they will also transport motors, parts, frames and bodies as separate shipments when so required by shipper.

HEARING: March 24, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 114004 (Sub No. 35), filed December 30, 1959. Applicant: CHAND-LER TRAILER CONVOY, INC., 8828 New Benton Highway, P.O. Box 1715, Little Rock, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, designed to be drawn by passenger automobiles, in initial movements, by the haulaway method, from points in Tennessee to points in the United States, including Alaska, and damaged or refused trailers and damaged tires used in the transportation of the trailers, on return movements. Applicant is authorized to conduct operations throughout the United States.

Note: Duplication with present authority to be eliminated. $_{1}$

HEARING: March 24, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tennessee, before Examiner Victor C. Swearingen.

No. MC 114045 (Sub No. 51), filed June 26, 1959. Applicant: R. L. MOORE AND JAMES T. MOORE, a Partnership, doing business as TRANS-COLD EXPRESS, P.O. Box 5842, Dallas, Tex. Applicant's attorney: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from Goldsboro and Baltimore, Md., and Wilmington, Dover and Clayton, Del., to points in Texas, Oklahoma, Louisiana, Arkansas, Tennessee, Mississippi, Illinois, Indiana, Ohio, Michigan, Missouri, Kan-

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sas, Colorado, Kentucky, California, Arizona, and New Mexico. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, Connecticut, Delaware, the District of Columbia, Illinois, Indiana, Georgia, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New Mexico, New York, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Virginia, and West Virginia.

HEARING: March 29, 1960, at the Baker Hotel, Dallas, Tex., before Exam-

iner Harold P. Boss.

No. MC 114098 (Sub No. 4), filed December 11, 1959. Applicant: LOWTHER TRUCKING COMPANY, a corporation, 521 Penman Street, P.O. Box 2115, Charlotte 1, N.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sand, stone and gravel, in bags, and in bulk, from points in Kershaw County, S.C., to points in North Carolina and Virginia, and empty containers or other such incidental facilities (not specified), used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in North Carolina and Georgia.

HEARING: March 23, 1960, at the U.S. Court Rooms, Columbia, S.C., before

Joint Board No. 196.

No. MC 114098 (Sub No. 5), filed January 25, 1960. Applicant: LOWTHER TRUCKING COMPANY, a Corporation, 521 Penman Street, P.O. Box 2115, Charlotte, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: (1) Clay, in bulk and in bags, from points in Aiken County, S.C., to Charlotte, and Monroe, N.C., and (2) fertilizer, in bulk, in tank trucks and hopper trucks and in bags, from Spartanburg, S.C., to points in North Carolina, and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return.

HEARING: March 22, 1960, at the U.S. Court Rooms, Columbia, S.C., before Joint Board No. 2.

No. MC 114447 (Sub No. 8), filed November 30, 1959. Applicant: DONALD W. CLAUSE AND ERMA CLAUSE, doing business as LAKEVIEW MOTOR FREIGHT COMPANY, 1305 North Fourth Street, Lakeview, Oreg. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes. transporting: Building materials as described in Appendix VI to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, between points in Klamath County, Oreg., and points in California, Nevada and Arizona. Applicant is authorized to conduct operations in California, Nevada, and Oregon.

HEARING: April 14, 1960, at the Interstate Commerce Commission hearing room, 410 Southwest 10th Avenue, Port-

land, Oreg., before Examiner Richard H. Roberts.

No. MC 114885 (Sub No. 8), filed December 10, 1959. Applicant: TANK TRUCK TRANSPORT LIMITED, 616 St. Clair, P.O. Box 116, Point Edward, Ontario, Canada. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Dimethylterephthalate, in bulk, in specially built steel hopper bottom tank trailers, from the plant site of the Dupont Co., at Gibbstown, N.J., to the United States-Canada Boundary line at ports of entry at or near Cape Vincent, N.Y., and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in New Jersey and New York.

HEARING: March 28, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 115162 (Sub No. 57), filed December 18, 1959. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Evergreen, Ala. Applicant's attorney: Hugh R. Williams, 2284 West Fairview Avenue, Montgomery, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment, between Frisco City, Ala., on one hand, and, on the other, points in Alabama, on and south of U.S. Highway 80, except Montgomery, Selma, and Mobile, Ala. Applicant is authorized to conduct operations throughout the United States.

HEARING: March 28, 1960, at the U.S. Court Rooms, Montgomery, Ala., before

Joint Board No. 100.

No. MC 115523 (Sub No. 59), filed December 22, 1959. Applicant: CLARK TANK LINES COMPANY, a Utah Corporation, 1450 Beck Street, Salt Lake City 10, Utah. Applicant's attorney: Bertram S. Silver, 100 Bush Street, San Francisco 4. Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: 1. Liquid fertilizers and liquid fertilizer solutions, including anhydrous ammonia, in bulk, in tank vehicles, from points in Washington, east of U.S. Highway 97, to points in California, Montana, Utah, Wyoming, Arizona, Nevada, New Mexico, and Colorado, and (2), dry fertilizers, dry fertilizer ingredients and dry fertilizer compounds used in the manufacture of commercial fertilizers, in bulk, from points in Washington, east of U.S. Highway 97, to points in California, Montana, Utah, Wyoming, Arizona, Nevada, New Mexico, Colorado, Oregon, and Idaho, and contaminated or rejected shipments, on return. Applicant is authorized to conduct operations in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming.

HEARING: March 30, 1960, at the Utah Public Service Commission, Salt Lake City, Utah, before Examiner Gerald F. Colfer.

No. MC 115793 (Sub No. 2), filed December 30, 1959. Applicant: CALDWELL FREIGHT LINES, INC., 531 West Harper Avenue, Lenoir, N.C. Applicant's attorney: William M. York, 201-204 Jefferson Building, Greensboro, N.C. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: New furniture, (a) from Chattanooga, Tenn., to points in Caldwell County, N.C., and (b) from points in Alexander County, N.C., and the City of Marion, N.C. to points in Tennessee, and points in Washington, Scott, Lee, Russell, Wise and Dickenson Counties, Va.; and packing materials used in the shipment of new furniture, from points in Burke, Caldwell and Catawba Counties, N.C., to points in Tennessee. Applicant is authorized to conduct similar operations from and to specified points in North Carolina, Tennessee, and Virginia.

HEARING: March 15, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board

No. 221.

No. MC 116110 (Sub No. 4), filed October 22, 1959. Applicant: P. C. WHITE TRUCK LINE, INC., P.O. Box 1423, Applicant's attorney: Dothan, Ala. Maurice F. Bishop, 325-29 Frank Nelson Building, Birmingham 3, Ala. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (1) Perishables, and naval stores, between Birmingham, Ala., and Panama City, Fla.: from Birmingham over U.S. Highway 31 to Montgomery, Ala., thence over U.S. Highway 231 to Dothan, Ala., thence over U.S. Highway 231 to junction Alabama Highway 109, thence over Alabama Highway 109 to the Alabama-Florida State line, thence over Florida Highway 77 to Panama City, and return over the same route; and (2) liquid and dry commodities, except Classes A and B explosives, in collapsible cargo containers. including but not limited to Sealdtanks and Sealdbins, and empty containers or other such incidental facilities used in transporting the commodities specified in this application, over the routes and in the territory, including all intermediate and off-route points, which applicant is authorized to serve in the transportation of general commodities, in Alabama and Florida, in Certificate MC 116110. Applicant is authorized to conduct operations in Alabama and Florida.

Note: In connection with item (1) above, applicant states the purpose of this portion of the application is to delete "perishables and naval stores" from the exceptions contained in its Certificate MC 116110.

HEARING: March 25, 1960, at the U.S. Court Rooms, Montgomery, Ala., before Joint Board No. 98.

No. MC 116319 (Sub No. 3), filed November 27, 1959. Applicant: MIDLAND PACIFIC TRANSPORT, INC., 2928 North Nevada, Spokane, Wash. Applicant's attorney: Carl Jonson, 400 Central Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, in bulk, between' points in Washington; and pozzolan, in bulk, between points in Washington.

Applicant is authorized to transport rock, sand, gravel and aggregates between specified counties in Washington and Idaho.

Note: Applicant states the proposed transportation of cement and pozzolan shall be subject to that having a prior or subsequent rail haul.

HEARING: April 7, 1960, at the Federal Office Bldg., First and Marion Streets, Seattle, Wash., before Joint Board 80, or, if the Joint Board waives its right to participate, before Examiner Richard H. Roberts.

No. MC 116714 (Sub No. 4), filed December 21, 1959. Applicant: MARKET HAULAGE, INC., 333 North Bedford Road, Mt. Kisco, N.Y. Applicant's attorney: Edward F. Bowes, 1060 Broad. Street, Newark 2, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Bakery products, in insulated vehicles equipped with special racks, from Bridgeport, Conn., to Carlstadt, N.J., and Mt. Kisco and Waterford, N.Y., and empty containers, returned shipments, of the above-described commodities, on return. Applicant is authorized to conduct operations in Connecticut, New York, and Rhode Island.

NOTE: Applicant states the proposed operation will be for The Grand Union Company.

HEARING: March 28, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 116913 (Sub No. 2), filed October 12, 1959. Applicant: RAYMOND BUIS, doing business as BUIS TRUCK-ING, Box 337, Somerset, Ky. Applicant's attorney: Fritz Krueger, Albertson Building, Somerset, Ky. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Feed, from Cincinnati, Ohio to London, Lexington, Lancaster, Stanford, Hustonville, Greensburg and Liberty, Ky. Roof coating, from Huntington, W. Va., to London, Lexington, Lancaster, Stanford, Hustonville, Greensburg, Liberty, Harrodsburg, and Frankfort, Ky. Roofing, from Kokomo, Ind., to London, Somerset, Lexington, Lancaster, Stanford, Hustonville, Greensburg, Liberty, Harrodsburg, and Frankfort, Ky. Steel posts and wire, from Kokomo, Ind., Cincinnati, Ohio, and Newport, Ky., to Frankfort, Lexington, Harrodsburg, Somerset, London, Georgetown, Bardstown, Bowling Green Campbellsville, Glasgow, Liberty, Greensburg, Hustonville, Lancaster, Stanford, and Yosemite, Ky. Salt, in blocks, bags, and cartons, from Rittman, Ohio, to Harrodsburg, Lexington, Stanford, Lancaster, Hustonville, Liberty, London, and Somerset, Ky. Fertilizer, (1) from Yazoo City, Miss., to Winchester, Louisville, and Russellville, Ky., (2) from Sheffield, Ala., to Bardstown, Bowling Green, Louisville, Campbellsville, Glasgow, Harrodsburg, Lexington, Frankfort, Georgetown, Hustonville, Greensburg, Stanford, Lan-caster, Liberty, and Russelville, Ky. Empty containers or other such incidental facilities (not specified) used in transporting the commodities specified in this application on return, from the above-specified destination points to the respective origin points. Applicant is authorized to conduct operations in Alabama, Ohio, and Kentucky.

Note: By amendment dated December 17, 1959 the attorney requests that the application be restricted so as to read as follows: Feed, roof coating, roofing, steel posts, wire, salt in bags, blocks and cartons, and fertilizer, except in bulk.

HEARING: March 25, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 117119 (Sub No. 6), filed October 9, 1959. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorneys: A. Alvis Layne, Pennsylvania Building, Washington 4, D.C., and John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from Boise, Burley, Caldwell, Lewiston, Idaho Falls and Nampa, Idaho, Zillah, Wash., and Ontario, Oreg., to points in Alabama. Arkansas, California, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Mississippi, Ne-braska, New Jersey, New York, New Mexico, Oklahoma, Ohio, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin, and empty containers or other such incidental facilities used in transporting frozen foods, on return. Applicant is authorized to conduct operations in Arkansas, California, Colorado, Arizona, Nevada, New Mexico, Oregon, Washington, and Idaho.

HEARING: March 22, 1960, at the Idaho Public Utilities Commission, State House, Boise, Idaho, before Examiner Gerald F. Colfer.

No. MC 117165 (Sub No. 4), filed December 7, 1959. Applicant: C. J. DAVIS, doing business as ST. LOUIS FREIGHT LINES, 1000 Michigan Avenue, St. Louis, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Asbestos, scrap; asphalt, liquid or solid, in packages, automobile body panels, fiberboard, not covered with cutouts or of shape other than rectangular, painted or not painted, loaded on platforms or wooden skids; blocks, mastic (asphalt flooring, compound); boards, fiberboard and/or pulpboard (impregnated with asphalt), in rectangular shapes, without cutouts, painted or not painted, loaded on wooden platforms or wooden skids; boards, asphalt composition, paving or flooring; wallboard, asbestos; Wallboard, fiberboard, pulpboard or strawboard; burlap, bituminized, in packages; caps, roofing, tin, in packages; carpet lining; paper, including felt paper, plain, other than indented; cement asbestos, in packages; cement, composition or asbestos; cement, furnace, in packages; cement, tile, liquid; cement, roofing, in packages; cement. magnesia; clamps, metal in packages; coating, roof, having asbestos, pitch tar or rosin base, in packages; cloth, cotton saturated with asbestos; conduits,

bituminized fiber, creosote, in packages; eave filler strips, asphalt composition; fasteners, metal, in packages; felt, building or roofing, saturated or unsaturated; felts, paper, fabrics, saturated and/or coated; flashing blocks asphalt composition; insulating materials, asbestos or felt paper, in forms or shapes other than solid flat blocks or solid flat sheets; millboard, asbestos, in packages; mineral wool (rock or slag wool), metalreinforced, in packages; mineral wool (rock or slag wool), plain or saturated, with or without paper backs, in batts. or other than batts, in packages; mortar or cement high temperature binding, in packages; nails, in packages; packing, asbestos, braid or wick, in packages; paint, asphaltum, in packages; paint. coal tar, in packages; paper, asbestos and/or other than asbestos, building roofing or sheathing, plain or saturated; paper, building roofing or joints, expansion (asphalt or asphalt base); pipe, cement containing asbestos fiber; pitch, roofing, in packages; planks, asphalt composition, paving or flooring, ridge rolls, asbestos, in packages; roofing, composition or prepared; roofing or sheathing, asbestos hard, corrugated; sheathing, asbestos, hard flat, ornamented or not ornamented, polished or shaped, with or without fiberboard center or back and/or air-cell paper center; shingles, asbestos, hard (artificial stone shingles or slate), in bundles; shingles, asbestos; shingles, asphalt, asbestos or composition; sheathing, shorts, asbestos; siding, asbestos; siding, asphalt; straps. tin, with fasteners, in packages; tar, roofing in packages; tile, asphalt, composition, floor; and wood preservatives, in packages, from Chicago, Chicago Heights, Danville, Joliet, Marseilles, Heights, Danville, Joliet, Marseilles, Peoria, Waukegan and Wilmington, Ill., Lockland, Ohio, Alexandria, Lowell and South Bend, Ind., and St. Louis, Mo., to points in the Upper Peninsula of Michigan; and materials and supplies used inthe manufacture of roofing and asphalt siding, from points in the Upper Peninsula of Michigan, to Lowell and Whiting,

NOTE: Applicant is authorized to conduct operations as a contract carrier in Permit MC 105572 and sub numbers thereunder: a proceeding has been instituted under section 212(c) in MC 105572 Sub 19, to determine whether applicant's status is that of a contract or common carrier.

HEARING: March 28, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 117330 (Sub No. 4), filed January 15, 1960. Applicant: FLEMING-TON TRANSPORTATION, INC., 21 Mine Street, Flemington, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Refractory products, insulation, cement and lime products, asphalt and asbestos products, lathe and building board, stone, marble and fibre pipe, loose, in cartons and on pallets, between Flemington, N.J., on the one hand, and, on the other, St. Louis, Mo., and points in Pennsylvania, Ohio, Illinois, Indiana, and Michigan, and empty

pallets and containers used in transporting the above-described commodities on return.

Note: Applicant states proposed service will be under contract with Merritt, Inc.

HEARING: March 23, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 117344 (Sub No. 27), filed December 9, 1959. Applicant: THE MAXWELL CO., a corporation, 2200 Glendale-Milford Road, P.O. Box 37, Cincinnati 15, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Acids and chemicals, in bulk, in tank vehicles, from Monroe Township, Allen County, Ohio to points in Illinois, Indiana, Kentucky, Michigan, Pennsylvania and Wisconsin, and empty containers or other such incidental facilities, (not specified) used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Vir-ginia, West Virginia, and Wisconsin.

Note: Applicant has contract carrier authörity under Permit No. MC 50404 and Substhereunder. A proceeding has been instituted under section 212(c) in No. MC 50404 (Sub No. 55) to determine whether applicant's status is that of a common or contract carrier. Section 210, dual authority, may be involved.

HEARING: February 29, 1960, at the U.S. Court Rooms, Indianapolis, Indiana, before Examiner Reece Harrison.

No. MC 117888 (Sub No. 1), filed October 21, 1959. Applicant: J. M. GOLD-BERG, INC., 101 Chartres Street, Houston 2, Tex. Applicant's attorney: Joe G. Fender, Melrose Building, Houston 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, from New Orleans, La., Houston, Galveston, and Brownsville, Tex., to points in California and Arizona.

Note: Applicant presently operates under authority of its BOR 1 application for "grandfather" rights under Docket No. MC 117888.

HEARING: April 7, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Texas, before Examiner Harold P. Boss.

No. MC 118576 (Sub No. 5), filed November 13, 1959. Applicant: E & L TRANSPORT CO. OF KENTUCKY, P.O. Box 7, Camp Taylor Station, Louisville, Ky. Applicant's attorney: George S. Dixon, Guardian Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Automobiles, truck and chassis, in initial movements, in truckaway service, from points in Jefferson County, Ky., to Quapaw, Okla. Applicant is authorized to conduct operations throughout the United States

Note: Applicant states the purpose of this application is to secure authority which

would enable interchange of the traffic at Quapaw, Okla., in lieu of the existing interchange at Moffett, Okla.

HEARING: March 28, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 118831 (Sub No. 1), filed October 12, 1959. Applicant: CENTRAL TRANSPORT, INC., East College Drive, High Point, N.C. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from points in Texas to points in Guilford County, N.C.

HEARING: April 1, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, North Carolina, before

Examiner James I. Carr.

No. MC 118831 (Sub No. 2), filed October 14, 1959. Applicant: CENTRAL TRANSPORT, INC., East College Drive, High Point, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from points in New Castle County, Del., to points in Guilford County, N.C.

HEARING: April 1, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, North Carolina, before

Examiner James I. Carr.

No. MC 118831 (Sub No. 6), filed January 14, 1960. Applicant: CENTRAL TRANSPORT, INC., East College Drive, High Point, N.C. Applicant's attorney: Edward G. Villalon, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Pyrophyllite, in bulk, in tank or hopper type vehicles, and ground nonmetallic minerals, in bulk, in tank or hopper type vehicles, from points in North Carolina, to points in South Carolina, Florida, Georgia, Maryland, Ohio, Pennsylvania, New Jersey, New York, Tennessee, Virginia, West Virginia, and Delaware.

HEARING: April 1, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, North Carolina, before Examiner James I. Carr.

No. MC 118831 (Sub No. 7), filed January 14, 1960. Applicant: CENTRAL TRANSPORT, INC., East College Drive, High Point, N.C. Applicant's attorney: Francis W. McInerny, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, in bulk, in tank or hopper type vehicles, or in bags, from points in South Carolina to points in North Carolina and Georgia.

HEARING: March 17, 1960, at the U.S. Court Rooms, Uptown Post Office Building, Raleigh, N.C., before Joint Board 130.

No. MC 118988 (Sub No. 1), filed July 9, 1959. Applicant: DUFFY, INC., Mesick, Mich. Applicant's attorney: Kenneth E. Thompson, State Bank Building, Traverse City, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Fiber glass boats, 12' to 19' in length, and parts thereof, uncrated, in

special equipment, (1) from Traverse City, Mich., to points in Michigan; and (2) between Traverse City and Detroit, Mich., and Buffalo, N.Y., on the one hand, and, on the other, points in New York, Illinois, Virginia, Mississippi, Alabama, Texas, Louisiana, Arkansas, Maryland, Oklahoma, Indiana, Missouri, Ohio, Wisconsin, Tennessee, Kentucky, Massachusetts, Minnesota, West Virginia, New Jersey, Pennsylvania, Connecticut, Rhode Island, and Michigan.

Note: Applicant states it proposes to transport the above-specified commodities under a continuing contract with Parsons Corporation, Traverse City, Mich., the shipper.

HEARING: March 29, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 119154, filed August 14, 1959. Applicant: SEAGO CONTRACTING COMPANY, a Texas Corporation, P.O. Box 598, Seagoville, Tex. Applicant's attorney: Joe T. Lanham, Suite 1009, Perry-Brooke Building, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Gravel, sand, rock, caliche, shell, ore, ready mix asphalt, mixed sand, stone, gravel and crushed stone or rock, rip rap, aggregate, dirt, bulk cement mixed with sand, crushed limestone, or gravel, limestone and flexible base, in bulk, in dump or hopper motor vehicles, trailers or semi-trailers, between points in Texas, on the one hand, and, on the other, points in New Mexico, Oklahoma (excluding points in Choctaw and McCurtain Counties), Arkansas, and Louisiana.

HEARING: March 24, 1960, at the Baker Hotel, Dallas, Tex., before Exam-

iner Harold P. Boss.

No. MC 119158 (Sub No. 4), filed December 14, 1959. Applicant: WALTER GARRETT, 2316 Main Street, Miles City, Mont. Applicant's attorney: J. F. Meglen. 204-205 Behner Building, 2822 Third Avenue North, Billings, Mont. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Barite (barium sulphate), feldspar, limestone, or other such products, in bags, in truck load lots, from Pocatello, Idaho, Custer, S. Dak., and Carlton Siding, Colo., to points in Montana, North Dakota, South Dakota and Wyoming; and barite, from Pocatello. Idaho, to points in Montana, and contaminated or rejected shipments, on return.

Note: The application as originally filed sought authority to transport "Led" Ballast. Applicant's attorney advises that "Led" Ballast is a powdered mineral product consisting of various ingredients shown above. "Led" Ballast is manufactured by "Led" Ballast, Inc., of Boulder, Colo.

HEARING: March 29, 1960, at the Commercial Club, Billings, Montana, before Examiner Richard H. Roberts.

No. MC 119160, filed August 17, 1959. Applicant: SPANN BROS. COMPANY, INC., P.O. Box 106, Mt. Pleasant, Tex. Applicant's attorney: Joe'T. Lanham, 1009 Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting:

Gravel, sand, rock, caliche, shell, iron ore, ready mix asphalt, mixed sand, stone, gravel and crushed stone or rock, rip rap, aggregate, dirt, bulk cement mixed with sand, crushed limestone, and flexible base, in bulk, in truckload lots, in dump trucks or trailers with dump bodies, between points in Grayson, Collin, Fannin,-Hunt, Lamar, Hopkins, Red River, Titus, Camp, Bowie, Morris, Cass, Marion. Harrison and Panola Counties, Tex., Webster, DeSoto, Bossier and Caddo Parishes, La., Little River, Miller, Lafayette, Columbia, Hempstead, Howard, Sevier, and Polk Counties, Ark., McCurtain, Pushmataha, Bryan, Choctaw, and Atoka Counties, Okla.

HEARING: March 24, 1960, at the Baker Hotel, Dallas, Tex., before Examiner Harold P. Boss.

No. MC 119163 (Sub No. 5), filed December 16, 1959.. Applicant: ROLLING BOATS, INC., 27th Floor-Life & Casualty Tower, Nashville, Tenn. Applicant's attorney: Harold Seligman, 26th Floor-Life & Casualty Tower, Nashville. Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Plastic signs, loaded in special rack trailers, and parts thereof, when accompanying the signs, from Newport Beach Calif., within 10 miles thereof to points in the continental United States, and empty containers or other such incidental facilities, used in transporting the above-specified commodities, on return.

HEARING: March 21, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Victor C. Swearingen.

No. MC 119199, filed September 8, 1959. Applicant: FRANK DEMER-CURIO, Route No. 3, Box 180, Cheboygan, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Cherries, in sulphur dioxide or like chemical solutions, in containers other than hermetically sealed containers, from Traverse City, Mich., to points in Ohio, New York, Connecticut, New Jersey, and Maryland, and empty containers or other such incidental facilities used in transporting cherries, on return.

HEARING: March 29, 1960, at the Olds Hotel, Lansing, Mich., before Examiner Karl Stecher.

No. MC 119206, filed September 11, 1959. Applicant: GULF COAST ENTERPRISES, INC., 8888 Hempstead Highway, P.O. Box 19248, Houston, Tex. Applicant's attorney: Joe G. Fender, Melrose Building, Houston 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, frozen fruits, frozen berries and frozen vegetables, between points in Texas, on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California. the District of Columbia, Florida, Georgia, Illinois, Indiana, Kansas, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, and Wisconsin.

HEARING: April 13, 1960, at the U.S. Court Rooms, Brownsville, Tex., before Examiner Harold P. Boss.

No. MC 119206 (Sub No. 2), filed September 11, 1959. Applicant: GULF COAST ENTERPRISES, INC., 8888 Hempstead Highway, P.O. Box 19248, Houston, Tex. Applicant's attorney: Joe G. Fender, Melrose Building, Houston 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Canned goods, from points in Starr, Hidalgo, Willacy, and Cameron Counties, Tex., to points in California.

HEARING: April 14, 1960, at the U.S. Court Rooms, Brownsville, Tex., before Examiner Harold P. Boss.

No. MC 119272, filed October 22, 1959. Applicant: W. L. LINKENHOGER, doing business as WESTERN BULK TRANS-PORT, 3815 Richmond Avenue, Houston 27, Tex. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities, dry, in bulk, in specialized vehicles, shipper's specialized vehicles, and empty shipper owned vehicles, between points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

Note: Common control may be involved.

HEARING: April 8, 1960, at the Federal Office Building, Franklin and Fannin Streets, Houston, Tex., before Examiner Harold P. Boss.

No. MC 119309, filed November 30, 1959. Applicant: RICHARD S. WATHEN, ROBERT L. WATHEN AND JOHN H. WATHEN, doing business as WATHEN GRAIN COMPANY, Outer Second Street, Henderson, Ky. Applicants' attorney: William M. Deep, Ohio Valley National Bank Building, Henderson, Ky. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Ammonium nitrate fertilizer, and urea fertilizer, and urea feed grade, in bulk or in bags, from the plant site of Spencer Chemical Company, West Henderson, Ky., located two (2) miles from the City of Henderson, Ky., and five and fivetenths (5.5) miles from the center of Evansville, Ind., bridge, and from points within five (5) miles thereof in Henderson County, to points in Illinois, Indiana, Ohio, Michigan, Arkansas, Missouri, Iowa, Wisconsin, Kentucky, Tennessee, and Alabama.

HEARING: April 1, 1960, at the Kentucky Hotel, Louisville, Ky., before Examiner Victor C. Swearingen.

No. MC 119329, filed November 27, 1959. Applicant: JAMES MACHART, doing business as MACHART TRUCK-ING CO., 10030 South Moody, Oaklawn, Ill. Applicant's attorney: Earle S. Karno, 8520 South Cicero Avenue, Oaklawn, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Air freight, including live monkeys, office and scientific equipment, and general commodities, except Classes A and B explosives, and commodities in bulk, from the Chicago Municipal Airport and

O'Hare Field, Chicago, Ill., to points in Indiana, Michigan, Wisconsin, Ohio, and Illinois, and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities on return, restricted to traffic having an immediately prior movement by air.

HEARING: March 25, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Karl Stecher.

No. MC 119353, filed December 9, 1959. Applicant: KIRBY L. GARDNER, doing business as ASHLEY GARDNER TRUCKING CO., 2 Houston Street, Charleston Heights, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Roofing, siding, and roofing and siding materials, from points in Charleston County, S.C., to points in North Carolina, and empty containers or other such incidental facilities used in transporting the above-described commodities, on return.

HEARING: March 22, 1960, at the U.S. Court Rooms, Columbia, S.C., before Joint Board No. 2.

No. MC 119358, filed December 10, 1959. Applicant: L. P. Head, 901 Second Avenue North, Nashville, Tenn. Applicant's attorney: Walter Harwood, Nashville Trust Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) New and used semi-trailers, in truckaway service, between Nashville, Tenn., and Elba, Ala., on the one hand, and, on the other, points in Tennessee, Kentucky, Indiana, Illinois, Arkansas, Missouri, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, and West Virginia. (2) Straight trucks upon the frame or chassis of which a new truck body has been built at Nashville, Tenn., in driveaway service, from Nashville, Tenn., to points in Tennessee, Kentucky, Indiana, Illinois, Arkansas, Missouri, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, and West Virginia; and new truck bodies, loose and uncrated, from Nashville, Tenn., to points in Tennessee, Kentucky, Indiana, Illinois, Arkansas, Missouri, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, and West Virginia. (3) Repossessed semitrailers, in truckaway service, and repossessed trucks, in driveaway service, between points in Tennessee, Kentucky, Indiana, Illinois, Arkansas, Missouri, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Virginia, and West Virginia, on the one hand, and, on the other, Nashville, Tenn.

HEARING: March 22, 1960, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Victor C. Swearingen.

No. MC 119374, filed December 21, 1959. Applicant: McDUFFEE MOTOR FREIGHT, INC., High School Avenue, Lebanon, Ky. Applicant's attorney: Robert M. Pearce, Seventh Floor, McClure Building, Frankfort, Ky. Authority sought to operate as a contract

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carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products, meat by-products, and articles distributed by meat packing houses, dairy products, as described in 61 M.C.C. 209 and 766, and breaded, uncooked, frozen or unfrozen fish and shell fish, from the site of the Fischer Packing Co. plant at Louisville, Ky., to points in Bartholomew, Brown, Clark, Crawford, Dearborn, Decatur, Dubois, Floyd, Harrison, Jackson, Jefferson, Jennings, Lawrence, Martin, Monroe, Ohio, Orange, Perry, Ripley, Scott, Spencer, Switzerland, Warrick, and Washington Counties, Ind.

Note: Authority is sought for peddle rundistribution to groceries and meat markets of the commodities named to the described Indiana Counties. Applicant holds common carrier authority in Certificate No. MC 28961 sub numbers. Section 210, dual operations, may be involved.

HEARING: March 29, 1960, at the Kentucky Hotel, Louisville, Ky., before Joint Board No. 155, or, if the Joint Board waives its right to participate, before Examinar Victor C. Saveningen

before Examiner Victor C. Swearingen. No. MC 119378, filed December 21, Applicant: STEINMAN TRUCK-ING, INC., Clement Avenue, New Haven, Ind. Applicant's attorney: Walter F. Jones, Jr., 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Urea, in bags, containers or in bulk, (1) from Lima, Ohio, to points in Pennsylvania, Michigan, Indiana, Illinois and Kentucky, and rejected shipments of urea, on return; and (2) from Fort Wayne, Indianapolis, and South Bend, Ind., to points in Pennsylvania, Ohio, Michigan, Illinois, and Kentucky, and rejected shipments of urea, on return.

HEARING: March 18, 1960, at 9:30 o'clock a.m. United States standard time (or 9:30 o'clock a.m. local daylight saving time, if that time is observed), at the Hotel Meridian-Plaza, Indianapolis, Ind., before Examiner Karl Stecher.

No. MC 119392, filed December 30, 1959. Applicant: HERMAN ALLEN, GENE E. ALLEN, AND JOHN A. ALLEN, doing business as ALLEN'S CORNER GARAGE AND TOWING SERVICE, Route 1, Box 210, Hampshire, Ill. Applicant's attorney: John M. McQueen, 80 South Grove Avenue, Elgin, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting. Wrecked and disabled automobiles, trucks, tractors, and trailers, towed by automobile and truck wrecker, between points in Illinois, Wisconsin, Minnesota, Michigan, Iowa, Indiana, Kentucky, Ohio, and Missouri.

Note: Applicant states the sole purpose of the instant application is to permit applicants to transport wrecked and disabled automobiles, trucks, tractors, and trailers, towed by automobile and truck wrecker, from the site of such wrecked and disabled automobile, truck, tractor, or trailer to the destination designated by the individual requesting the service.

HEARING: March 18, 1960, in Room 852 U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Donald R. Sutherland.

No. MC 119396, filed December 30, 1959. Applicant: MILTON PLAFKER, doing business as NULAND TRANSPORTA-TION CO., 32-48 87th Street, Jackson Heights, Long Island, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Wire, in coils, steel poles and rods, bundled, nuts and bolts as used in the manufacture of fences, between New York, N.Y., Commercial Zone, and Hicksville, Long Island, New York and Bethpage, N.Y., and empty containers or other such incidental facilities, (not specified) used in transporting the above-described commodities on return. RESTRICTION: The operations to be authorized are limited to a transportation service to be performed under a continuing contract or contracts with Ideal Fence Supply Company, Hicksville, N.Y. HEARING: March 23, 1960, at 346

HEARING: March 23, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 119428, filed January 13, 1960. Applicant: DONALD C. KASTNER, doing business as DON'S BOAT TRANS-PORT, R.F.D. Tryon Street, Glastonbury, Conn. Applicant's attorney: Thomas W. Murrett, 410 Asylum Street, Hartford 3, Conn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes transporting: Boats, both inboard and outboard. constructed of any material whatsoever. ranging in length up to 35 feet, between points in Hartford and Middlesex Counties, Conn., on the one hand, and, on the other, to points in Maine, New Hamp-shire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, and New Jersey, and empty containers or other such incidental facilities used in transporting the above-described commodities on return.

HEARING: April 1, 1960, at the U.S. Court Rooms, Hartford, Conn., before Examiner Lyle C. Farmer.

No. MC 119437, filed January 20, 1960. Applicant: JOHN YODICE, 72 Richardson Street, Brooklyn, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Homing pigeons, and feed, crates and items incidental to the transportation and care thereof, between New York, N.Y., on the one hand, and, on the other, points in New Jersey and Bristol, Pa.

HEARING: March 24, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 119440, filed January 21, 1960. Applicant: JOHN PROFILIO, doing business as PROFILIO TRUCKING, 80-31 260th Street, Bellerose, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods (uncrated) as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other

lading, and also except radioactive material Class D poison, between points in the New York, N.Y., commercial zone as defined by the Commission, on the one hand, and, on the other, points in Nassau County, N.Y.

NOTES: Applicant states the proposed operations will be restricted to shipments having an immediately prior or an immediately subsequent movement on freight forwarder bills of lading.

HEARING: March 11, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William R. Tyers.

No. MC 119452, filed January 19, 1960. Applicant: RICHARD W. FULMER, R.D. 1, Troy, Pa. Applicant's attorney: C. Arthur Bullock, Schmick Building, Troy Street, Canton, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Wooden pallets, (1) from Canton, Bradford County, Pa., to New York, N.Y., and points in New Jersey. (2) Between Canton, Bradford County, Pa., and Corning, N.Y. (3) Fertilizer, from New York, N.Y., and points in New Jersey to Canton, Pa.

HEARING: March 17, 1960, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harry Ross, Jr.

No. MC 120173 (Sub No. 1), filed December 7, 1959. Applicant: BAMA EX-PRESS, INC., P.O. Box 941 (3501 Fifth Avenue North), Birmingham, Ala. Applicant's attorney: Hugh R. Williams, 2284 West Fairview Avenue, Montgomery. Ala: Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission. commodities in bulk, and those requiring special equipment, between Birmingham, Ala., and Aberdeen, Miss., from Birmingham over U.S. Highway 78 to Guin, Ala., thence over U.S. Highway 278 to the Alabama-Mississippi State line, thence over Mississippi Highway 8 to junction U.S. Highway 45 at a point approximately three (3) miles east of Aberdeen, and return over the same route, serving all intermediate points, subject to the restriction that traffic be limited to shipments moving from, to or through Aberdeen, Miss.

Note: Applicant is authorized to conduct operations in Alabama in interstate or foreign commerce under the second proviso of section 206(a)(1) of the Interstate Commerce Act pursuant to BMC 75 Statement registered with this Commission and assigned Docket No. MC 120173.

HEARING: March 29, 1960, at the U.S.-Court Rooms, Montgomery, Ala., before Joint Board No. 14.

No. MC 120173 (Sub No. 2), filed December 21, 1959. Applicant: BAMA EXPRESS, INC., P.O. Box 941, 3501 5th Avenue, North, Birmingham, Ala. Applicant's attorney: Hugh R. Williams, 2284 West Fairview Avenue, Montgomery, Ala. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting. General commodities, except those of unusual value, Classes A and B explo-

sives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Mobile, Ala., and Aberdeen, Miss.: from Mobile over U.S. Highway 43 to Tuscaloosa, Ala., thence over U.S. Highway 82 to Columbus, Miss., and thence over U.S. Highway 45 to Aberdeen, and return over the same route, serving all intermediate points, subject to the restriction that traffic be limited to shipments moving from, to or through Aberdeen, Miss.

Note: Applicant is authorized to conduct operations under the Second Proviso of section 206(a)(1), in No. MC 120173, between points in Alabama.

HEARING: March 30, 1960, at the U.S. Court Rooms, Montgomery, Ala., before Joint Board No. 14.

MOTOR CARRIERS OF PASSENGERS

No. MC 228 (Sub No. 27), filed January 13, 1960. Applicant: HUDSON TRANSIT LINES, INC., Franklin Turnpike, Mahwah, N.J. Applicant's attorney: James F. X. O'Brien, 17 Academy Street, Newark 2, N.J. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express and newspapers in the same vehicle with passengers, (1) between Philadelphia, Pa., and Milford, Pa., from Philadelphia over Schuylkill Expressway to Valley Forge Interchange of Pennsylvania Turnpike, thence over Pennsylvania Turnpike to Lehigh Valley exit, thence over U.S. Highway 22 to Allentown, Pa., thence return over the same route to the Turnpike, thence over the Turnpike to the Mahoning exit, thence over U.S. Highway 209 to Stroudsburg, Pa., thence continue over U.S. Highway 209 to junction U.S. Highway 6 in Milford, and return over the same route. serving all intermediate points; and (2) between Port Jervis, N.Y., and Monticello, N.Y., from Port Jervis over New York Highway 97 to junction New York Highway 42, thence over New York Highway 42 to junction unnumbered Highway serving Lake Sackett, N.Y., thence over unnumbered highway to Lake Sackett, thence return over said unnumbered highway to junction New York Highway 42, thence over New York Highway 42 to Monticello, and return over the same route, serving all intermediate points.

Note: Applicant states that it is authorized to operate between Port Jervis, N.Y., and junction New York Highways 42 and 97, over New York Highway 97, as well as over other sections of New York Highway 97, under MC 228. However, its authority is restricted to the season extending from June 20th to September 15th, inclusive. Applicant further states that by the instant application it seeks, among other things, year-round authority to operate over that section of New York Highway 97 between Port Jervis, N.Y., and junction New York Highway 42. Duplication with present authority to be eliminated.

HEARING: March 14, 1960, at the Penn Sherwood Hotel, 3900 Chestnut Street, Philadelphia, Pa., before Examiner Lyle C. Farmer.

No. MC 228 (Sub No. 28), filed January 21, 1960. Applicant: HUDSON

TRANSIT LINES, INC., Franklin Turnpike, Mahwah, N.J. Applicant's attorney: James F. X. O'Brien, 17 Academy Street, Newark 2, N.J. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express and newspapers, in the same vehicle with passengers, Between points in the Town of Tuxedo, N.Y.: From junction New York Highway 17 and access road leading to New York Highway 210 (which access road is south of New York Highway 210) and from junction New York Highway 17 and access road leading to New York Highway 210 (which access road is north of New York Highway 210), over both access roads to their junction with New York Highway 210, thence over New York Highway 210 to junction Bramerton Road in Tuxedo. and return over the same route, serving all intermediate points.

Note: Common control may be involved.

HEARING: March 25, 1960, at 346 Broadway, New York, N.Y., before Examiner Lyle C. Farmer.

No. MC 115025 (Sub No. 4), filed January 21, 1960. Applicant: THE SHORT LINE OF CONNECTICUT, INC., doing business as THE SHORT LINE, 150 Gilbert Street, East Hartford, Conn., Applicant's attorney: John L. Collins, 50 State Street, Hartford 3, Conn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express and newspapers in the same vehicle with passengers, and baggage of passengers, in a separate vehicle, between New Haven, Conn., and Hartford, Conn.: from New Haven over Alternate U.S. Highway 5 to North Haven, thence over U.S. Highway 5 to Wallingford, thence over U.S. Highway 5 to junction Alternate U.S. Highway 5, via Yalesville and Tracy, to Meriden, thence over Alternate U.S. Highway 5 to junction U.S. Highway 5, thence over U.S. Highway 5 to junction Alternate U.S. Highway 5 to Berlin, thence over Alternate U.S. Highway 5 to junction U.S. Highway 5, thence over U.S. Highway 5. through the Town of Newington, and thence over U.S. Highways 5 and Alternate U.S. Highway 5, through the Town of Wethersfield, to Hartford, and return over the same route; and alternate routes as follows: (a) from New Haven over U.S. Highway 5 to North Haven, and (b) from junction U.S. Highways 5 and Alternate U.S. Highway 5 at Yalesville. via U.S. Highway 5 to junction U.S. Highways 5 and Alternate U.S. Highway 5 at (Berlin-Hartford Turnpike), serving all intermediate points on the above-specified routes.

HEARING: April 4, 1960, at the U.S. Court Rooms, Hartford, Conn., before Joint Board No. 227, or, if the Joint Board waives its right to participate, before Examiner Lyle C. Farmer.

No. MC 119432, filed January 18, 1960. Applicant: EDWARD DILAURO, JR., doing business as NEW HAVEN-FAIRFIELD AIRPORT SERVICE, 157 Humphrey Street, New Haven, Conn. Applicant's attorney: John N. Reynolds, Powell Building, 156 Church Street, New

Haven 10, Conn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, in the same vehicle with passengers, having a prior or subsequent movement by air, between New Haven and Fairfield, Conn., and Newark, LaGuardia and Idlewild Airports, (1) from New Haven and Fairfield, Conn., over their respective city streets to New England Thruway, thence over New England Thruway to New York City, N.Y., thence over city streets and highways to George Washington Bridge. thence over said Bridge to junction U.S. Highway 9, thence over U.S. Highway 9 to New Jersey Turnpike, thence over New Jersey Turnpike to the Newark Airport. and return over the same route, serving no intermediate points. (2) From New Haven and Fairfield, Conn., over their respective city streets to New England Thruway, thence over New England Thruway to New York City, N.Y., thence over city streets and highways to the Bronx Whitestone Bridge, thence over said bridge, Whitestone Parkway, and Grand Central Boulevard to LaGuardia Airport, and return over the same route. serving no intermediate points. (3)From New Haven and Fairfield, Conn., to Whitestone Bridge, as specified in (2) above, thence over said bridge. Whitestone Parkway, Central Parkway and Van Wyck Expressway to Idlewild Airport, and return over the same route, serving no intermediate points.

HEARING: April 5, 1960 at the U.S. Court Rooms, Hartford, Conn., before Joint Board No. 305, or, if the Joint Board waives its right to participate, before Examiner Lyle C. Farmer.

Application for Brokerage License

No. MC 12723, filed January 22, 1960. Applicant: STEPHEN J. McMAHON, doing business as McMAHON TOUR AGENCY, 281 Fairfield Avenue, Bridgeport, Conn. Applicant's attorney: John L. Collins, 50 State Street, Hartford 3, Conn. Authority sought to operate as a BROKER (BMC 5) at Bridgeport, Conn., in arranging for transportation in interstate or foreign commerce by motor vehicle, of: Passengers and their baggage. individually and in groups, in special or charter operations, in round trip allexpense tours, beginning and ending at points in Fairfield, New Haven and Hartford Counties, Conn., and extending to points in the United States (except Hawaii), including Ports of Entry on the boundary between the United States and Canada.

HEARING: April 5, 1960, at the U.S. Court Rooms, Hartford, Conn., before Joint Board No. 227, or, if the Joint Board waives its rights to participate, before Examiner Lyle C. Farmer.

APPLICATIONS IN WHICH HANDLING WITH-OUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 10872 (Sub No. 27), filed February 1, 1960. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis 15, Mo. Applicant's attorney: Charles M. M. Shepherd, Suite 206 Brown Building, 101 South Meramec Avenue, Clayton (St.

NOTICES

Louis) 5. Mo. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between St. Louis, Mo., and Chicago, Ill., from St. Louis over U.S. Highway 66 via junction Illinois Highway 48 to Springfield, Ill., thence over U.S. Highway 36 to Decatur, Ill., thence over Illinois Highway 48 to junction U.S. Highway 54, thence over U.S. Highway 54, via Farmer City, Ill., to junction U.S. Highway 45, thence over U.S. Highway 45 to Bradley, Ill., and thence over U.S. Highway 54 to Chicago. and return over the same route serving the intermediate and off-route points of Decatur, and Springfield, Chicago Heights, Ill.

Note: Applicant states that it presently holds authority between St. Louis, Mo., and Chicago, Ill., via other routes; that only those intermediate points presently being served under authority in Certificate No. MC 10872 are proposed to be served along the route herein.

No. MC 10872 (Sub No. 28), filed February 1, 1960. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis 15, Mo. Applicant's attorney: Charles M. M. Shepherd, Suite 206 Brown Building, 101 South Meramec Avenue, Clayton (St. Louis) 5. Mo. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between St. Louis, Mo., and Chicago, Ill., from St. Louis over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to Decatur, Ill., thence over U.S. Highway 51 to Bloomington, Ill., thence over U.S. Highway 66 to Chicago, and return over the same route, serving the intermediate points of Decatur, Bloomington, and Joliet, Ill., and the off-route points in the Chicago, Ill., Commercial Zone, as defined by the Commission.

Note: Applicant states it presently holds authority between St. Louis, Mo., and Chicago, Ill., via other routes; that only those intermediate points presently being served under authority in Certificate No. MC 10872 are proposed to be served along the route herein.

No. MC 10872 (Sub No. 29), filed February 1, 1960. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis 15, Mo. Applicant's attorney: Charles M. M. Shepherd, Suite 206 Brown Building, 101 South Meramec Avenue, Clayton (St. Louis) 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, except those of unusual value, Classes A and B explosives. household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between St. Louis, Mo., and Beloit, Wis., from St. Louis over U.S. Highway 66 via junction Illi-

nois Highway 48 to Lincoln, Ill., thence over Illinois Highway 121 to junction U.S. Highway 150 at Morton, Ill., thence over U.S. Highway 150 to Peoria, Ill., thence over Illinois Highway 29 to junction U.S. Highway 6, thence over U.S. Highway 6 to La Salle, Ill., and thence over U.S. Highway 51 to Beloit, and return over the same route, serving the intermediate points of Springfield, Peoria, La Salle, and Rockford, Ill.

NOTE: Applicant states that it presently holds authority between St. Louis, Mo., and Beloit, Wis., via other routes; that only those intermediate points presently being served under authority in Certificate No. MC 10872 are proposed to be served along the route herein.

No. MC 13900 (Sub No. 10), filed January 26, 1960. Applicant: MIDWEST HAULERS, INC., 228 Superior Street, Toledo, Ohio. Applicant's attorney: Harold G. Hernly, 1624 Eye Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, which are at the time moving on bills of lading of freight forwarders as defined in section 402(a)(5) of the Act, serving North Adams, Mass., restricted to the transportation of traffic which has moved or will move in applicant's trailers on rail cars in trailer-on-flat-car service, in connection with applicant's authorized regular route operations under both Part 1 and Part 2 of the Appendix to Certificate No. MC 13900, as follows: Part 1: Between Chicago and East St. Louis, Ill.; Fort Wayne, Indianapolis, Muncie, and South Bend, Ind.; Louisville, Ky.; Baltimore, Md.; Boston, Mass.; Battle Creek, Detroit, Grand Rapids, Kalamazoo, and Muskegon, Mich.; Minneapolis and St. Paul, Minn.; St. Louis, Mo.; Newark, N.J.; Buffalo, Rochester, and Syracuse, N.Y.; Akron, Cincinnati, Cleveland, Columbus, Dayton, Middletown, Springfield, Toledo, and Warren, Ohio; Erie, Philadelphia, and Pittsburgh, Pa.; and Milwaukee, Wis.; over the highways or combination of highways described in Part 3 of Certificate No. MC 13900 necessary to serve these points. Part 2: Between Bridgeport, Conn.; Evansville, Ind.; Springfield, Mass.; Albany, Troy, and Utica, N.Y.; Canton, Ravenna, Salem, and Youngstown, Ohio; Harrisburg and Wilkes-Barre, Pa.; and Washington, D.C., and between these points, on the one hand, and, on the other, points named in Part 1 hereof, over the high-ways or combination of highways described in Part 3 of Certificate No. MC 13900, necessary to serve these points.

No. MC 15473 (Sub No. 6), filed January 26, 1960. Applicant: BEST TRUCK LINES, INC., 230 North Main Street, P.O. Box 60, Ottawa, Kans. Applicant's representative: Henry B. Vess, Jr., 216 East Tenth Street, Kansas City 6, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value. Classes A and B explosives, household goods as defined by the Commodities requiring special equipment, and those injurious or contaminating to other lading.

serving the construction site of the Pomona Reservoir located approximately eight (8) miles northwest of Pomona, Kans., as an off-route point in connection with applicant's authorized regular route operations between Ottawa, Kans., and Kansas City, Mo.

No. MC 50132 (Sub No. 81), filed February 1, 1960. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Canned fruits and vegetables, in peddler delivery service, from Haddock (Jones County), Ga., to points in California.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 50132 Sub No. 38, to determine whether applicant's status is that of a contract or common carrier.

No. MC 50132 (Sub No. 82), filed February 1, 1960. Applicant: CENTRAL & SOUTHERN LINES, INC., 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Canned fruits and vegetables, in peddler delivery service, from Haddock (Jones County), Ga., to Appleton, Green Bay, Madison, Milwaukee, Gillett, Janesville, Eau Claire, La Crosse, Stevens Point, Wausau, and Wisconsin Rapids, Wis.

Note: A proceeding has been instituted under section 212(c) in No. MC 50132 Sub No. 38, to determine whether applicant's status is that of a contract or common carrier.

No. MC 50132 (Sub No. 83), filed February 1, 1960. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312
West Morris Street, Caseyville, Ill. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Canned fruits and vegetables, in peddler delivery service, from Haddock, (Jones County) Ga., to Fayetteville, Little Rock, and Pine Bluff, Ark., Joplin, Kansas City, Springfield, Sedalia, and St. Joseph, Mo., and Jackson and Greenville, Miss.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 50132 Sub No. 38, to determine whether applicant's status is that of a contract or common carrier.

No. MC 50132 (Sub No. 84), filed February 1, 1960. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Canned fruits and vegetables, in peddler delivery service, from Haddock (Jones County) Ga., to points in Texas.

Note: A proceeding has been instituted under section 212(c) in No. MC 50132 Sub No. 38, to determine whether applicant's status is that of a contract or common carrier.

No. MC 59852 (Sub No. 12), filed February 1, 1960. Applicant: ALL STATES FREIGHT, INC., 1250 Kelly Avenue, Akron, Ohio. Applicant's representative: W. R. Hubbard, 1032 Standard Building, Cleveland 13, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over a regular route,

transporting: General commodities, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, liquid commodities in bulk, and those requiring special equipment, between Canaan, Conn., and Poughkeepsie, N.Y., over U.S. Highway 44, serving no intermediate points, but serving Wassaic, N.Y., as an off-route point.

NOTE: Applicant states it proposes to serve Canaan, Conn., and Poughkeepsie, N.Y., for joinder purposes only.

No. MC 66562 (Sub No. 1629), filed January 27, 1960. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: Robert C. Boozer, Suite 1220, The Citizens & Southern National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, moving in express service, including Classes A and B explosives, but excluding commodities in bulk, between Anniston, Ala., and Roanoke, Ala.: from Anniston over Alabama Highway 21 to Talladega, thence over Alabama Highway 77 to Ashland thence over Alabama Highway 9 to Lineville, thence over Alabama Highway 49 to junction Alabama Highway 77, thence over Alabama Highway 77 to Wadley, and thence over Alabama Highway 22 to Roanoke, and return over the same route, serving the intermediate points of Talladega, Ashland, Lineville, and Wadley, Ala. RE-STRICTIONS: The service to be performed by applicant shall be limited to service which is auxiliary to or supplemental of air or rail express service of applicant. Shipments transported by applicant shall be limited to those moving on a through bill of lading or express receipt, covering in addition to a motor carrier movement by applicant, an immediately prior or immediately subsequent movement by rail or air. Such further specific conditions as the Commission in the future may find necessary to impose in order to restrict applicant's operations to service which is auxiliary to or supplemental of air or rail express service of applicant.

Note: Applicant states it has authority for a portion of the route sought, that segment between Ashland and Lineville, Ala., in MC 66562 Sub No. 621; that no duplication of authority is desired; and that if this application is approved, it proposes to surrender the authority granted in Sub No. 621 between Ashland and Lineville.

No. MC 66562 (Sub No. 1631), filed January 27, 1960. Applicant: RAIL-WAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: Robert C. Boozer, Suite 1220, The Citizens & Southern National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, moving in express service, including Classes A and B explosives, but excluding commodities in bulk, between Augusta, Ga., and Washington, Ga.: (1) from Augusta over Georgia Highway 28 to junction U.S. Highway 221, thence over U.S. Highway 221 to McCormick,

S.C., thence over U.S. Highway 378 to Washington, Ga., thence over Georgia Highway 47 to Barnett, Ga., thence over U.S. Highway 278 to Warrenton, Ga., thence over Georgia Highway 16 to Sparta, Ga., and return over the same route to Warrenton, thence over Georgia Highway 16 to Wrens, Ga., and thence over U.S. Highway 1 to Augusta, and return over the same route; and (2) from Augusta over U.S. Highway 78 to Washington, and return over the same route, serving the intermediate points of Mc-Cormick, S.C., and Lincolnton, Warrenton, Sparta and Wrens, Ga. RESTRIC-TIONS: The service to be performed by applicant shall be limited to service which is auxiliary to or supplemental of air or rail express service of applicant. Shipments transported by applicant (except so-called local shipments moving solely between Augusta, Ga., on the one hand, and McCormick, S.C., Lincolnton, Washington, Warrenton, Sparta and Wrens, Ga., on the other hand), shall be limited to those moving on a through bill of lading or express receipt, covering in addition to a motor carrier movement by applicant, an immediately prior or immediately subsequent movement by rail or air. Such further specific conditions as the Commission in the future may find necessary to impose in order to restrict applicant's operations to service which is auxiliary to or supplemental of air or rail express service of applicant.

Note: Applicant states it holds authority for a portion of this route, that segment between Washington and Lincolnton, Ga., in MC 66562 Sub No. 739; that no duplication of authority is desired; and that if this application is approved, it proposes to surrender the authority granted in Sub No. 739 between Washington and Lincolnton.

No. MC 66562 (Sub No. 1630), filed January 27, 1960. Applicant: RAILWAY EXPRESS AGENCY, INC., 219 East 42d Street, New York 17, N.Y. Applicant's attorney: Robert C. Boozer, Suite 1220. The Citizens & Southern National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier. by motor vehicle, over regular routes, transporting: General commodities, moving in express service, including Classes A and B explosives, but excluding commodities in bulk, between New Bern, N.C., and Vanceboro and Bayboro, N.C.: (1) from New Bern north over U.S. Highway 17 to Vanceboro, and return over the same route, and (2) from junction U.S. Highway 17 and North Carolina Highway 55 east over North Carolina Highway 55 to Bayboro, and return over the same route, serving the intermediate points of Vanceboro and Bayboro, N.C. RESTORATIONS: The service to be performed by applicant shall be limited to service which is auxiliary to or supplemental of air or rail express service of applicant. Shipments transported by applicant shall be limited to those moving on a through bill of lading or express receipt covering, in addition to a motor carrier movement by applicant, an immediately prior or immediately, subsequent movement by air or rail. Such further specific conditions as the Commission may, in the future, find necessary to impose in order to restrict applicant's operations to service which is auxiliary or supplemental to air or rail express service of applicant.

No. MC 86188 (Sub No. 34), filed February 1, 1960. Applicant: NORTH-PETROLEUM TRANSPORT COMPANY, 1207 Manheim Pike, Lancaster, Pa. Applicant's attorney: S. Sidney Eisen, 140 Cedar Street, New York 6. N.Y. Authority sought to operate as a contract carrier; by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, from the site of the pipeline terminal of the Socony Mobil Oil Company located approximately three miles west of Malvern in East Whiteland Township, Chester County, Pa., to points in Delaware, and return or rejected shipments, on return.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PASSENGERS

No. MC 12724, filed January 28, 1960. Applicant: GEORGE W. BAX, 102 Maple Avenue, Lake City, Pa. Applicant's attorney: William W. Knox, 23 West Tenth Street, Erie, Pa. For a license as a broker (BMC 5) at Lake City, Pa., is arranging for transportation in interstate or foreign commerce, by motor vehicle, of individual passengers and groups of passengers, and their baggage, in all-expense trips, in special and charter operations, between points in Erie and Warren Counties, Pa., on the one hand, and, on the other, points in the United States, including the District of Columbia, but excluding Alaska and Hawaii.

No. MC 17006 (PETITION FOR REF-ORMATION OF CERTIFICATE), dated January 26, 1960. Petitioner: CAR-DINALE TRUCKING CORPORATION, Whippany, N.J. Petitioner's attorney: Harris J. Klein, 280 Broadway, New York 7, N.Y. By Certificate No. MC 17006, dated October 23, 1943; petitioner is authorized to transport General Commodities, with certain exceptions. The Certificate runs to one and onehalf pages of single type. The following is a résumé of the territory authorized: (1) Allamuchy, Dover, and Trenton, N.J., New York and Suffern, N.Y., and certain points in New Jersey within specified boundary lines; and (2) between Allamuchy, Dover, and Trenton, N.J., New York and Suffern, N.Y., and a portion of New Jersey, on the one hand, and, on the other, Baltimore, Md., and points in Massachusetts, Rhode Island, Connecticut, and specified points in New York, except New York City, described by boundary lines, and points in a portion of New Jersey, a portion of Pennsylvania, and points in that part of Delaware on and north of U.S. Highway 40. The subject petition requests that the proceeding in No. MC 17006 be reopened solely for the purpose of reformation of the instant certificate so as to enable the petitioner to conduct an overhead operation between points in New York City, New Jersey, and New England, on the one hand, and, on the other, points in Maryland, Delaware, Pennsylvania, and the District of Columbia, as more specifically described in the Certificate of Public Convenience and Necessity, dated October 22, 1943, and that the

NOTICES

matter be set for hearing so that petitioner may introduce appropriate evidence, documentary as well as oral testimony, pertaining to the past and present operations of petitioner. Any person or persons desiring to participate in this proceeding may make representations for or against the relief sought, and may, within 30 days from the date of this publication in the Federal Register file an appropriate pleading.

APPLICATION FOR CERTIFICATE OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5, GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

MOTOR CARRIERS OF PROPERTY

No. MC 35334 (Sub No. 48), filed February 1, 1960. Applicant: COOPERJARRETT, INC., 311 West 14th Street, Kansas City, Mo. Applicant's attorney: Harris J. Klein, 280 Broadway, New York 7, N.Y. Authority sought to operate as a common carrier, by motor vehicle, transporting: General commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, from, to, and between points in the State of Connecticut as off-route points in connection with applicant's authorized regular route operations between Chicago, Ill., and New York, N.Y.

Note: This matter is directly related to MC-F 7444.

No. MC 78643 (Sub No. 43) (Correction), filed December 14, 1959, published in Federal Register issue of December 30, 1959. Applicant: HART MOTOR EXPRESS, INC., 2417 North Cleveland, St. Paul, Minn. Applicant's attorney: Donald A. Morken, 1100 First National-Soo Line Building, Minneapolis 2, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Fargo and Walcott, N. Dak., and points within 15 miles of each on the one hand, and, on the other, points in North Dakota.

NOTE: This application is directly related to MC-F 7399, published Federal Register issue of December 23, 1959. The purpose of this republication is to insert Walcott, N. Dak., in lieu of Wilton, N. Dak., which was in error.

Applications Under Sections 5 and 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carrier of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240) No. MC-F 7437. Authority sought for

No. MC-F 7437. Authority sought for control by BUSKE LINES, INC., 123 West Tyler Avenue, Litchfield, Ill., of KIRCHNER EXPRESS, INC., Jersey-

ville, Ill., and for acquisition by HAROLD BUSKE, ELLA BUSKE, HOWARD BUSKE and DONALD BUSKE, all of Litchfield, of control of KIRCHNER EXPRESS, INC., through the acquisition by BUSKE LINES, INC. Applicant's attorneys: Delmar O. Koebel, 406 Missouri Avenue, East St. Louis, Ill., and Robert Stephens, 714 First National Bank Building, Springfield, Ill. Operating rights sought to be controlled: General commodities, excepting, among others, commodities in bulk but not excepting household goods, as a common carrier over regular routes, between St. Louis, Mo., and Jacksonville, Ill., and from St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, to Morrisonville, Ill., and points within 25 miles thereof, serving certain intermediate and off-route points; general commodities, excepting, among others, household goods and commodities in bulk, between Bingham, Ill., and St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, and between Pana, Ill., and St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, serving certain intermediate and off-route points: such merchandise as is dealt in by wholesale and retail food business houses, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, from St. Louis, Mo., to Harding, Ill., serving certain intermediate and off-route points; groceries, between St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, and Bloomington, Ill., serving certain intermediate and offroute points; livestock, agricultural products, and household goods, as defined by the Commission, from Morrisonville, Ill., and points within 25 miles thereof, to St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission; general commodities. excepting, among others, household goods and commodities in bulk, over irregular routes, from St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, to points in Macoupin, Sangamon, and Morgan Counties, Ill.; household goods, as defined by the Commission, between Hillsboro, Ill., and St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone as defined by the Commission, and between points in Macoupin, Sangamon and Morgan Counties, Ill., on the one hand, and, on the other, points in Missouri and Illinois: livestock and agricultural commodities, from points in Macoupin, Sangamon, Morgan, Montgomery, and Christian Counties, Ill., to St. Louis, Mo., and points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission; livestock, from Springfield and East St. Louis, Ill., to points in Missouri, and from points in Missouri to certain points in Illinois; self-unloading limespreader truck bodies, set up, and parts and attachments therefor and car loaders and car unloaders, from Jerseyville. Ill., to Cleveland, Ohio, Cedar Rapids, Winterset, Mt. Pleasant, and Council Bluffs, Iowa, Indianapolis, Ind., Owensboro, Ky., Tulsa, Okla.; Chanute, Kans., Sedalia and St. Louis, Mo., Howell, Mich., and Stoughton and Waukesha, Wis.; self unloading lime spreader truck bodies, set up, parts and attachments thereof, and car loaders and car unloaders, and parts and attachments thereof. from Jerseyville, Ill., to Chattanooga, Knoxville, Memphis, and Nashville, Tenn., Jonesboro, La., Albany, Athens, Atlanta and Valdosta, Ga., Birmingham, Ala., Mason City, Iowa, Lexington, Ky., Hannibal, Springfield, and St. Joseph, Mo., Cincinnati, Columbus and Toledo, Ohio, and Oklahoma City, Okla. BUSKE LINES, INC., is authorized to operate as a common carrier in Illinois and Missouri, and as a contract carrier in Missouri, Illinois, Michigan, Indiana, Wisconsin, Kentucky, Iowa, Nebraska and Ohio. Application has been filed for temporary authority under section authority under section 210a(b).

No. MC-F 7438. Authority sought for purchase by QUAKER TRANSIT COM-PANY, INC., 2501 Germantown Avenue, Philadelphia, Pa., of the operating rights and property of BENJAMIN D. BERN-STEIN, doing business as QUAKER STORAGE CO., 2501 Germantown Avenue, Philadelphia, Pa., and NICHO-LAS LIX. JR., doing business as LIX VAN & STORAGE COMPANY, 6113 Wister Street, Philadelphia, Pa. Applicants' attorney: G.M. Rebman, 1230 Boatmen's Bank Building, St. Louis 2, Mo. Operating rights sought to be transferred: Household goods, as defined by the Commission, as common carriers over irregular routes, (BERNSTEIN) between Philadelphia, Pa., and Camden, N.J., on the one hand, and, on the other, points in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, Connecticut, Massachusetts, New Hampshire, Rhode Island, and the District of Columbia, and (LIX) between Philadelphia, Pa., and points within 60 miles of Philadelphia, on the one hand, and, on the other, points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia. Vendee holds no authority from this Commission. However, BENJAMIN D. BERNSTEIN is affiliated with UNITED VAN LINES, INC., 7808 Maplewood Industrial Court, St. Louis 17, Mo., which is authorized to operate as a common carrier in all States and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7439. Authority sought for purchase by LANE BROTHERS TRUCK-ING COMPANY, P.O. Box 1827, San Angelo, Tex., of a portion of the operating rights of JESS EDWARDS, INC., McBride Lane, P.O. Drawer 1091, Corpus Christi, Tex., and for acquisition by

WILLIAN C. LANE, JAMES F. LANE and WALTER L. HENDRICKSON, all of San Angelo, of control of such rights through the purchase. Applicants attorneys: Charles D. Mathews and Thomas E. James, both of P.O. Box 858, Austin 65, Operating rights sought to be Tex. transferred: Machinery, materials, supplies, and equipment, incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, as a common carrier over irregular routes, between Midland, Texas, and points in Texas within 200 miles of Midland, Texas, on the one hand, and, on the other, points in New Mexico. Vendee is authorized to operate as a common carrier under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act in the State of Texas. Application has been filed for temporary authority under section 210a(b).

No. MC-F 7440. Authority sought for control by CONSOLIDATED FREIGHT-WAYS CORPORATION OF DELAWARE (A DELAWARE CORPORATION), 175 Linfield Drive, Menlo Park, Calif., of CANADIAN FREIGHTWAYS LIMITED, 410 Riverside Boulevard, Calgary, Alberta, Canada, and for acquisition by CONSOLIDATED FREIGHTWAYS. INC., also of Menlo Park, of control of CANADIAN FREIGHTWAYS LIMITED through the acquisition by CONSOLI-DATED FREIGHTWAYS CORPORA-TION OF DELAWARE (A DELAWARE CORPORATION). Applicant's attorney: Eugene T. Liipfert, 175 Linfield Drive, Menlo Park, Calif. Applicant seeks authority to continue in control of CANA-DIAN FREIGHTWAYS LIMITED upon the latter's institution of operations in interstate or foreign commerce as a motor common carrier over irregular routes of petroleum and petroleum products, in bulk, in tank vehicles, between points in Alaska. CANADIAN FREIGHTWAYS LIMITED filed, on February 1, 1960, an application on Form BMC-78 (Revised) (Docket No. MC 116975 Sub 2). CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE (A DELAWARE COR-PORATION) is authorized to operate as a common carrier in Alaska, Hawaii, Washington, Oregon, California, Idaho, Nevada, Utah, Arizona, Montana, Wyoming, Colorado, New Mexico, North Dakota, South Dakota, Nebraska, Minne-sota, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Ohio, Kentucky, Alabama, Pennsylvania, West Virginia and Maryland. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7441. Authority sought for purchase by BUCKINGHAM FREIGHT LINES, 900 East Omaha, P.O. Box 1631, Rapid City, S. Dak., of a portion of the operating rights and certain property of HERBERT P. McCORMACK, doing business as McCORMACK TRANSPORTATION COMPANY, 121 North Story Street, Rock Rapids, Iowa, and for acquisition by EARL F. BUCKINGHAM and HAROLD D. BUCKINGHAM, both of Rapid City, of control of such rights and property through the purchase. Applicants' attorneys: Jones & Meikle-

john, 526 Denham Building, Denver 2, Colo., and George A. Bangs, P.O. Box 350, Rapid City, S. Dak. Operating rights sought to be transferred: General commodities, except those of unusual value, Class A and B explosives (not including small arms ammunition), household goods as defined by the Commission, and commodities injurious or contaminating to other lading, as a common carrier over regular routes, between Sioux Falls, S. Dak., and Sibley, Iowa, serving the intermediate and off-route points of Larchwood, Rock Rapids, Lester, Little Rock, Inwood, Alvord, Doon, and George, Iowa, restricted against the pick-up or delivery of small arms ammunition, commodities in bulk, and those requiring special equipment, and between Ellsworth, Minn., and Sioux Falls, S. Dak., serving the intermediate points of Ashcreek, Steen, and Hills, Minn., restricted against pick-up or delivery of livestock; general commodities. except those of unusual value, household goods as defined by the Commission, and commodities requiring special equipment. between Sioux City. Iowa, and Rock Rapids, Iowa, serving the off-route points of Doon and George, Iowa, and subject to the condition that no traffic moving between Sioux City, Iowa, and Sioux Falls, S. Dak., shall move over this route; general commodities, excepting. among others, household goods and commodities in bulk, over irregular routes, between points within 20 miles of Akron, Iowa, including Akron, between Akron, Iowa, and points within 20 miles thereof, on the one hand, and, on the other, points within 100 miles of Akron, and between Sioux City, Iowa, on the one hand, and, on the other, points in Nebraska and South Dakota within 15 miles of Sioux City; agricultural implements and parts, from Rockford, Ill., to Sioux Falls, S. Dak., and certain points in Iowa. Vendee is authorized to operate as a common carrier in Minnesota. South Dakota, Nebraska, Iowa, Wyo-ming, Colorado, North Dakota, Montana, Illinois, Wisconsin, Utah, Kansas, California, Nevada, Texas, Oklahoma and Washington. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7442. Authority sought for purchase by NESTOR BROS., INC., 6 Loder Avenue, Endicott, N.Y., of the operating rights of GLENFORD S. MIKLES, doing business as BIG GEORGE EXPRESS, 428 North West Street, Syracuse, N.Y., and for acquisition by THOMAS L. NORTON, also of Endicott, of control of such rights through the purchase. Applicants' representative: Thomas L. Norton, Vice President, Nestor Bros., Inc., 6 Loder Avenue, Endicott, N.Y. Operating rights sought to be transferred: General commodities, excepting, among others, household goods and commodities in bulk as a common carrier over regular routes. between Syracuse, N.Y., and Elmira, N.Y., and between Cayuta, N.Y., and Romulus, N.Y., serving certain intermediate and off-route points. Vendee is authorized to operate as a common carrier in New York, New Jersey and Pennsylvania. Application has not been filed for tempo-

rary authority under section 210a(b). No. MC-F 7444. Authority sought for purchase by COOPER-JARRETT, INC., 311 West 14th Street, Kansas City, Mo., of the operating rights of BOEHLE'S EXPRESS, INC., Ives Road, Wallingford, Conn., and for acquisition by R. E. COOPER, Jr., 100 Water Street, Jersey City, N.J., and GUY D. COOPER, 2113 West 73rd Street, Chicago, Ill., of control of such rights through the purchase. Applicant's attorney: Irving Klein, 280 Broadway, New York 7, N.Y. Operating rights sought to be transferred: Operations under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act covering the transportation of general commodities (other than household goods and office furniture and equipment and other than commodities which necessitate the use of dump trucks, tank trucks, or special equipment) as a common carrier over a regular route from Hartford, Conn., to New Haven, Conn., serving certain intermediate and offroute points; general commodities, with the same exceptions as above, over irregular routes, between points in Connecticut. Vendee is authorized to operate as a common carrier in Missouri. Nebraska, Iowa, Massachusetts, Illinois, Ohio, Pennsylvania, New York, Rhode Island, Connecticut, Kansas, New Jersey, Maryland, Indiana, Delaware and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

Note: MC 35334 Sub 48 is a matter directly plated.

MOTOR CARRIERS OF PASSENGERS

No. MC-F 7445. Authority sought for (1) control by LAWRENCE J. EICK, Bath, Pa., of WAER BUS LINES, INC., R.D. #3, Bangor, Pa., and (2) purchase by WAER BUS LINES, INC., of the operating rights and property of LAWRENCE J. EICK, doing business as KLIPPLE BUS LINES, Bath, Pa., and for acquisition by ETHEL E. SCHUYLER, Whitehouse, N.J., and GEORGE W. EICK, R.D. #3, Bangor, Pa., of control of such rights and property through the purchase. Applicants' attorneys: Robert H. Shertz and Raymond A. Thistle, Jr., both of 811 Lewis Tower Building, 225 South 15th Street, Philadelphia 2, Pa. Operating rights sought to be controlled: Passengers and their baggage, and express, mail, and newspapers, in the same vehicle with passengers, as a common carrier over regular routes, (a) with no seasonal restrictions, between Easton, Pa., and Wind Gap, Pa., and between Portland, Pa., and Belfast, Pa., serving all intermediate points, and (b) during the season extending from the 1st day of July to the 30th day of September, inclusive, on Sundays only, between Bangor, Pa., and Atlantic City, N.J., serving all intermediate points between Bangor and Easton, Pa., inclusive; passengers and their baggage, in charter operations, over irregular routes, between points in New York, New Jersey, and Pennsylvania. Operating rights sought to be transferred: Passengers and their baggage, restricted to traffic originating at the points and in the territory indicated, in charter operations, as a common carrier over irregular routes, from Bath and Easton, Pa., and points within 20 miles of Bath and Easton, Pa., to points in Illinois, Indiana, Michigan, New York, New Jersey, Kentucky, Tennessee, Alabama, Virginia, Ohio, Connecticut, Maryland, Delaware, North Carolina, and the District of Columbia, and return; passengers and their baggage, restricted to traffic originating and terminating at the points and in the territory indicated, in special operations, on round-trip sightseeing or pleasure tours, from Bath and Easton, Pa., and points within 20 miles of Bath and Easton, Pa., to New York and Niagara Falls, N.Y., Atlantic City and Cape May, N.J., and points in the District of Columbia, and return. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL].

HAROLD D. McCOY, Secretary.

[F.R. Doc. 60-1296; Filed, Feb. 9, 1960; 8:49 a.m.

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3854]

PENNSYLVANIA ELECTRIC CO. AND GENERAL PUBLIC UTILITIES CORP.

Notice of Proposed Increase in Authorized Common Stock and Issuance and Sale of 350,000 Shares of Common Stock to Holding Company

FEBRUARY 2, 1960.

Notice is hereby given that General Public Utilities Corporation ("GPU"), a registered holding company, and Pennsylvania Electric Company ("Penelec") one of its public-utility subsidiaries, have filed with this Commission a joint application-declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act") designating sections 6(a), 6(b), 7, 9(a) and 10 of the Act and Rules 50 (a) (1) and 50(a) (3) thereunder as applicable to the proposed transactions which are summarized as follows:

Penelec proposes to increase its authorized Common Stock by 400,000 shares, from the presently authorized 4,300,000 (of which 4,298,889 shares are outstanding) to 4,700,000 shares of a par value of \$20 per share. Penelec further proposes to issue and sell to GPU, from time to time, and GPU proposes to purchase from Penelec 350,000 shares of such additional stock for an aggregate cash consideration of \$7,000,000. amount thus realized by Penelec will be applied by it to the cost of property additions subsequent to December 31, 1959, or to reimburse its treasury, in part, for expenditures therefrom for such purpose.

The fees and expenses of GPU are estimated at \$250 and those of Penelec at \$25,100 including legal fees of \$2,000, Pennsylvania Excise tax of \$16,000, Federal tax of \$7,000, and miscellaneous expenses of \$100.

The application-declaration states that the Pennsylvania Public Utility Commission has jurisdiction over the proposed issue and sale of Common Stock, and that a copy of the order of that Commission authorizing the transactions will be supplied for the record herein by amendment to the applicationdeclaration. It is further stated that no other State and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than February 19, 1960, at 5:30 p.m., request in writing that a hearing be held on the matter, stating the nature of his interest. the reasons for such request, and the issues of fact or law, if any, raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date the applicationdeclaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

By the Commission.

[SEAL]

ORVAL L. DUBOIS. Secretary.

[F.R. Doc. 60-1238; Filed, Feb. 9, 1960; .8:45 a.m.]

[File No. 7-2060]

ZENITH RADIO CORP.

Notice of Application for Unlisted Trading Privileges, and of Opportunity for Hearing

FEBRUARY 4, 1960.

In the matter of application by the Philadelphia-Baltimore Stock Exchange for unlisted trading privileges in Zenith Radio Corporation, Common Stock File No. 7-2060.

The above named stock exchange, pursuant to section 12(f)(2) of the Securities Exchange Act of 1934 and Rule 12f-1 promulgated thereunder, has made application for unlisted trading privileges in the specified security, which is listed and registered on the New York Stock Exchange and Midwest Stock Ex-

Upon receipt of a request, on or before February 19, 1960, from any interested person, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D.C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission,

[SEAL]

ORVAL L. DUBOIS, Secretary.

F.R. Doc. 60-1289; Filed, Feb. 9, 1960; 8:48 a.m.]

[File Nos. 31-626, 54-182]

CENTRAL PUBLIC UTILITY CORP. ET AL.

Order Denying Petition

FEBRUARY 3, 1960.

In the matters of central public utility corporation, File No. 31-626; and central public utility corporation et al., File No. 54-182.

The Commission having, on June 13, 1952, entered its Findings and Opinion and Order (33 S.E.C. 555) approving a plan filed by Central Public Utility Corporation ("Cenpuc"), a registered holding company, under section 11(e) of the Public Utility Holding Company Act of 1935 ("Act") which, among other things, provided for the recapitalization of Cenpuc by the cancellation of all its outstanding securities and the issuance of 1,000,100 shares of new common stock, par value \$6.00 a share, to the holders of Cenpuc's 5½ Percent Income Bonds, due August 1, 1952 ("Income Bonds"); and

The United States District Court for the District of Delaware having, on July 29, 1952, entered an order approving and

enforcing the plan; and
The Commission having granted Cenpuc an exemption from the Act (Holding Company Act Release No. 13970 (April 3, 1959)) based, in part, upon the company's proposal that Cenpuc stockholders who object to a proposed consolidation would have the right to receive, without resort to any court, cash in the amount of \$28 for each share of Cenpuc stock owned by him; and

Cenpuc, Consolidated Electronics Industries Corp., and Philips Industries, Inc. having been consolidated on October 16, 1959, into a new corporation named Consolidated Electronics Industries Corp. ("Con-Electron") and into whose shares Cenpuc's capital stock are being converted on a share for share basis; and

Holders of Cenpuc's Income Bonds having, under the aforesaid plan (as amended to provide for the consolidation, Holding Company Act Release No. 14046 (August 21, 1959)), until August 31, 1960 (the final day of an eight-year distribution period) the right to exchange their securities for Con-Electron stock or for the \$28 per share cash alternative, after which the shares held by the exchange agent for issuance to the holders of Cenpuc's Income Bonds are to be returned to Con-Electron for cancellation: and all but 2.3 percent of the principal

amount of the Income Bonds having been surrendered as of August 3, 1959, leaving approximately 23,000 shares un-

exchanged at that date; and

Wade H. Cooper, who appeared in the 1952 proceedings on behalf of certain holders of voting trust certificates of Cenpuc common stock, having filed a petition with this Commission on January 14, 1960, requesting that the shares remaining unexchanged by the bondholders be held for the benefit of the original stockholders rather than be transferred to the successor corporation, Con-Electron, for cancellation; and

The Commission having noted the tardiness of the petition, the erroneous information on which it is based, the fact that the plan has been consummated, and that intervening equities have de-

veloped; and

The Commission having determined that the petition is without merit:

It is ordered, That said petition be, and hereby is, denied.

By the Commission.

[SEAL]

ORVAL L. DuBois, Secretary.

[F.R. Doc. 60-1290; Filed, Feb. 9, 1960; 8:48 a.m.]

DEPARTMENT OF COMMERCE

Bureau of the Census

RESEARCH AND DEVELOPMENT COSTS

Consideration for Survey

Notice is hereby given that the Bureau of the Census is considering a proposal to conduct an annual counterpart survey of research and development costs covering 1959, under the authority of Title 13, United States Code, section 181 approved August 31, 1954. This survey is significant in the manufacturing area particularly and, on the basis of information and recommendations received by the Bureau of the Census, the data have significant application to the needs of the public and industry and are not available from non-governmental or other governmental sources.

This survey, if conducted, shall begin not earlier than 30 days after publication of this notice in the FEDERAL REGISTER.

Insofar as possible, the data will be derived from reports gathered by the Bureau of the Census for the National Science Foundation as part of a more detailed voluntary survey. The figures to be obtained by the Census under the mandatory authority will be limited to total research and development costs of work performed by the company, total cost of research and development work performed for the Federal Government. and, for comparative purposes, total net sales and receipts, and total employment of the company. Those firms that furnish the equivalent data as part of the more detailed voluntary survey conducted for the National Science Founda-

tion will not be asked to file the separate Census questionnaire. The detailed survey will cover a sample of some 8,000 firms, including all firms with more than 1,000 employees.

Research and development costs now form a significant part of manufacturing and other industrial activity. The companies included in this area currently perform annually, approximately \$8 billion in research and development work. An adequate measure of the changes in the level of this activity is important to the Government in considering its own research and development program and in the general understanding of the industrial economy. The public and industry recognize the data as an important factor in the industrial picture.

Copies of the proposed Census form are available on request to the Director, Bureau of the Census, Washington 25, D.C.

Any suggestions or recommendations concerning the subject matter of this proposed survey should be submitted in writing to the Director of the Census within 30 days after the date of this publication and will receive consideration.

ROBERT W. Burgess,
Director,
Bureau of the Census.

[F.R. Doc. 60-1307; Filed, Feb. 9, 1960; 8:52 a.m.]

OFFICE OF CIVIL AND DEFENSE MOBILIZATION

B. BURKE HORTON

Employment Without Compensation and Statement of Business Interests

Pursuant to section 710(b) of the Defense Production Act of 1950 as amended, notice is hereby given of the appointment of Mr. H. Burke Horton, as an Advisor, WOC, in the Program and Policy Area, in the Office of Civil and Defense Mobilization.

A statement of his business interests appears below.

. Dated: January 14, 1960.

LEO A. HOEGH, Director.

Director STATEMENT OF BUSINESS INTERESTS

The following statement lists the names of concerns required by subsection 710(b)(6) of the Defense Production Act of 1950, as amended.

Sperry Rand Corporation, Remington Rand Division, 315 Park Avenue South, New York, N.Y.

Teletrak Corporation, 1518 K Street NW., Washington 5, D.C. Equity Annuity Ins. Co., Washington, D.C.

Dated: January 14, 1960.

H. Burke Horton.

[F.R. Doc. 60-1274; Filed, Feb. 9, 1960; 8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-89]

GENERAL DYNAMICS CORP.

Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 5, set forth below, to License No. R-38 authorizing General Dynamics Corporation to operate its TRIGA reactor located at Torrey Pines Mesa, California. The Commission has found that operation of the facility in accordance with the terms and conditions of the license, as amended, will not present any undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since the operation of the facility as proposed does not present any substantial changes in the hazards to the health and safety of the public from those presented by the previously approved operation of the facility.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of the issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within thirty days after issuance of the license amendment. Such request should be addressed to the Secretary at the AEC's office in Germantown, Maryland, or at the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application for license and amendments thereto submitted by General Dynamics Corporation and (2) a hazards analysis discussing the amendment prepared by the Hazards Evaluation Branch of the Division of Licensing and Regulation, both on file at the AEC's Public Document Room. A copy of item (2) above may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 3d day of February 1960.

For the Atomic Energy Commission.

R. L. KIRK,

Deputy Director, Division of

Licensing and Regulation.

[License No. R-38; Amdt. No. 5]

Effective as of the date of issuance specified below License No. R-38 is amended to read as follows:

1. The Atomic Energy Commission (hereinafter "the Commission") finds that: A. The nuclear reactor (hereinafter "the

A. The nuclear reactor (hereinafter "the facility") authorized for construction by Construction Permit No. CPRR-25 issued to General Dynamics Corporation, has been constructed and will operate in conformity with the application as amended and in con-

formity with the Atomic Energy Act of 1954, as amended (hereinafter "the Act") and the rules and regulations of the Commission;

B. There is reasonable assurance that the facility can be operated without endangering the health and safety of the public;

C. General Dynamics Corporation is technically and financially qualified to operate the facility;

D. Issuance of a license to possess and operate the facility will not be inimical to the common defense and security or to the health and safety of the public; and

E. General Dynamics Corporation has filed with the Commission proof of financial protection which satisfies the requirements of Commission regulations currently in effect,

2. Subject to the conditions and requirements incorporated herein, the Commission hereby licenses General Dynamics Corporation:

A. Pursuant to section 104c of the Act and Title 10, CFR, Chapter 1, Part 50, "Licensing of Froduction and Utilization Facilities," to possess and operate the facility as a utilization facility and, except as specified otherwise in this license, to conduct therein the experiments described in the application dated November 16, 1957, and amendments thereto dated December 9, 1957, February 12, 1958, May 23, 1958, May 27, 1958, May 28, 1958, July 11, 1958, August 7, 1958, and October 16, 1958, and that portion of the test program which comprises the two phases described in Appendix II of the application for license amendment dated November 10, 1958, as (1) "Quasi-equilibrium Experiments" and (2) "Step Reactivity Insertions," (hereinafter collectively referred to as "the application") in accordance with the procedures described therein;

B. Pursuant to the Act and Title 10, CFR, Chapter 1, Part 70, "Special Nuclear Material," to possess and use up to 2.6 kilograms of contained uranium 235 in connection with operation of the facility; and

C. Pursuant to the Act and Title 10, CFR, Chapter 1, Part 30, "Licensing of Byproduct Material," to possess, but not to separate such byproduct material as may be produced by operation of the facility.

3. This license shall be deemed to contain and be subject to the conditions specified in § 50.54 of Part 50 and § 70.32 of Part 70, is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect, and is subject to the additional conditions specified below:

A. In addition to those otherwise required under this license and applicable regulations, General Dynamics Corporation shall keep the following records:

(1) Facility operating records, including power levels.

(2) Records of in-pile irradiations.

(3) Records showing radioactivity released or discharged into the air or water beyond the effective control of General Dynamics Corporation as measured at the point of such release or discharge.

(4) Records of emergency facility scrams, including reasons for emergency shutdowns. B. General Dynamics Corporation shall

B. General Dynamics Corporation shall immediately report to the Commission any indication or occurrence of a possible unsafe condition relating to the operation of the facility.

C. Radiation monitoring instruments capable of detecting the radiation levels around the facility shall be in operation at all times when the facility is loaded with fuel.

D. The facility shall be shut down whenever the temperature of water at any location at the top grid plate exceeds 90° C.

E. During the conduct of any experiment, General Dynamics Corporation shall not permit persons, other than those persons whose presence is necessary for the performance of the experiment, to enter the reactor building unless and until it has been demonstrated by previous performance of the experiment that the results and effects of the experiment are reproducible.

F. The facility shall not be operated continuously under the conditions proposed in

the application for license amendment dated August 7, 1958, unless and until approval is granted by the Commission after it has reviewed and evaluated the results obtained from the experiments previously authorized by Amendment No. 3 and the "Proposed Reactivity Compensation Experiments", authorized by Amendment No. 2 to this license.

G. The facility shall be shut down upon the detection of any fuel element damage or any variation in the anticipated performance of the facility. General Dynamics Corporation shall perform inspections of the facility at reasonable intervals and in such manner as to assure the prompt detection of any fuel element damage. In the event fuel element damage is detected the facility shall not be operated until the damaged element has been removed from the facility. As used herein "fuel element damage" shall be deemed to mean any detectable break in the cladding or any physical change in the shape or dimensions of the fuel element excepting (1) transverse bending not in excess of 1/16 inch over the total length of the fuel element, and (2) longitudinal elongation of the element not exceeding a total of 1/2 inch.

H. When conducting transient experiments in the facility, the following additional conditions shall be observed:

1. The available excess reactivity loaded into the core shall not exceed \$3.25.

2. The maximum step reactivity insertion shall not exceed \$3.00.

This amendment is effective as of the date of issuance and shall expire at midnight May 2, 1968.

Date of issuance: February 3, 1960. For the Atomic Energy Commission.

R. L. Kirk,
Deputy Director,
Division of Licensing and Regulation.
[F.R. Doc. 60-1273; Filed, Feb. 9, 1960;
8:45 a.m.]

CUMULATIVE CODIFICATION GUIDE—FEBRUARY

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